



Vol. V  
**TRANSCRIPT OF RECORD**  
(Pages 2917 to 3015)

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Supreme Court of the United States

OCTOBER TERM, 1944

No. 56

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SOUTHERN PACIFIC COMPANY, APPELLANT,

vs.

STATE OF ARIZONA, EX REL. JOE CONWAY,  
ATTORNEY GENERAL OF THE STATE OF  
ARIZONA

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APPEAL FROM THE SUPERIOR COURT OF THE STATE OF ARIZONA,  
COUNTY OF YUMA

---

FILED APRIL 12, 1944.



SUPREME COURT OF THE UNITED STATES

OCTOBER TERM, 1944

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SOUTHERN PACIFIC COMPANY, APPELLANT,

vs.

STATE OF ARIZONA, EX REL. JOE CONWAY,  
ATTORNEY GENERAL OF THE STATE OF  
ARIZONA

APPEAL FROM THE SUPERIOR COURT OF THE STATE OF ARIZONA,  
COUNTY OF PIMA

VOL. V

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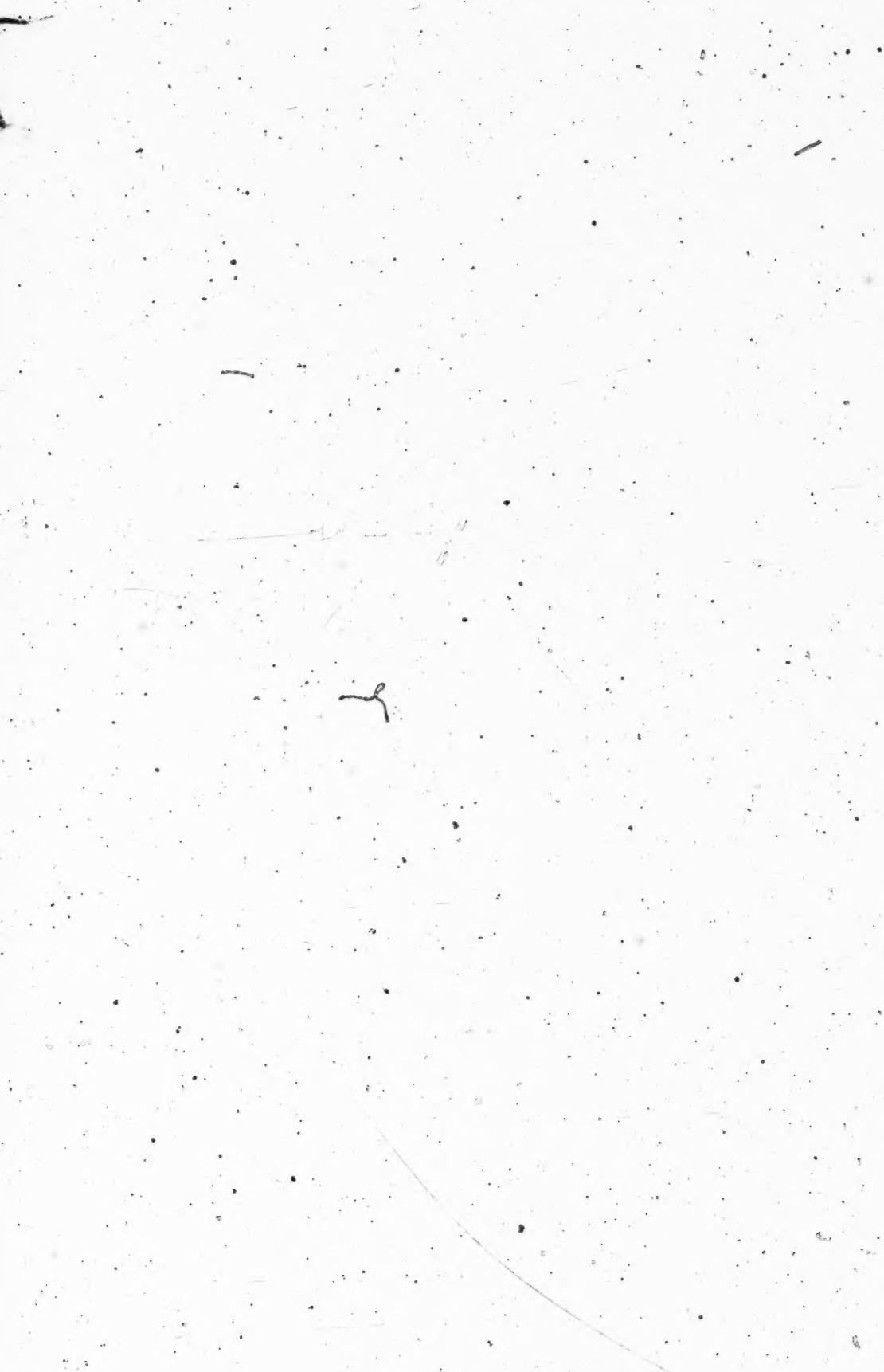
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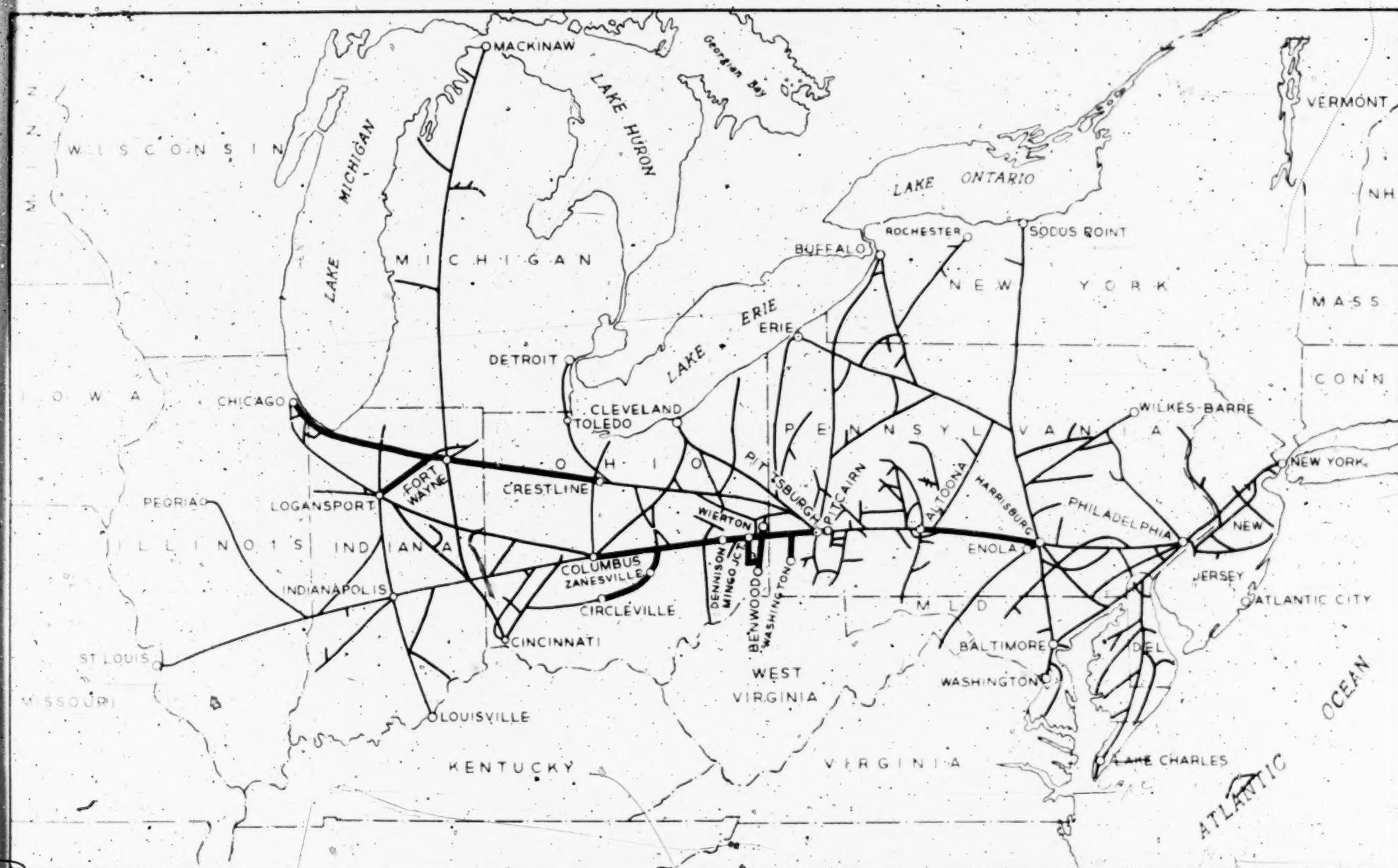
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Defendant's Exhibit No. 66 (Witness E.N. Albert)  
Dec. 6, 1940



THE PENNSYLVANIA RAILROAD.

—HEAVY LINE INDICATES TERRITORY  
COVERED BY TYPICAL FREIGHT TRAIN EXHIBIT.

Defendant's Exhibit No. 67 (Witness E.N. Albert)  
Dec. 4, 1940

THE PENNSYLVANIA RAILROAD

FREIGHT OPERATING AND FREIGHT TRANSPORTATION EXPENSES RELATED TO TRAFFIC

Calendar Years 1922 to 1939, Inclusive

Year (a)	Revenue ton-miles (b)	Freight operating expenses (c)	Freight transportation expenses (d)	Averages per 1,000 revenue ton-miles	
				Freight operating expenses (e)	Freight transporta- tion expenses (f)
1939	34,745,746,000	\$207,172,203	\$107,438,451	\$5.96	\$3.09
1938	27,638,941,000	167,602,178	92,452,870	6.06	3.35
1937	38,049,998,000	234,460,969	117,086,740	6.16	3.08
1936	35,706,781,000	217,285,461	107,860,603	6.09	3.02
1935	29,757,235,318	173,114,228	89,928,287	5.82	3.02
1934	28,326,533,959	162,692,297	82,590,555	5.74	2.92
1933	26,818,384,686	147,458,976	75,402,285	5.50	2.81
1932	25,222,172,080	155,475,404	81,196,618	6.16	3.22
1931	33,153,777,105	234,850,724	119,830,982	7.08	3.61
1930	40,935,975,379	293,214,141	148,515,150	7.16	3.63
1929	48,991,172,739	350,853,378	172,014,316	7.16	3.51
1928	44,989,625,491	338,901,266	164,357,993	7.53	3.65
1927	45,167,610,352	359,028,432	177,481,914	7.95	3.93
1926	48,912,108,728	397,197,769	191,564,721	8.12	3.92
1925	44,842,971,253	378,181,064	178,592,405	8.43	3.98
1924	41,587,072,190	370,156,323	183,713,115	8.90	4.42
1923	48,444,210,243	433,296,974	213,003,256	8.94	4.40
1922	40,346,569,722	379,342,295	186,750,219	9.40	4.63
Total					
1936-1939	136,141,466,000	826,520,811	424,838,664	6.07	3.12
Total					
1922-1925	175,220,823,408	1,560,976,656	762,058,995	8.91	4.35
Percent of improvement 4 years 1936-1939 compared with 4 years 1922-1925				31.9	28.3

SOURCE: Annual reports to the Interstate Commerce Commission

## Defendant's Exhibit No. 68 (Witness E.N. Albert)

Dec. 4, 1940

THE PENNSYLVANIA RAILROAD

## FREIGHT SERVICE OPERATING AVERAGES

CALENDAR YEARS 1922, 1924, 1926, 1928, 1930, 1932, 1934, 1936, 1938 AND 1939

LINE NO. (a)	ITEM (b)	1922 (c)	1924 (d)	1926 (e)	1928 (f)	1930 (g)	1932 (h)	1934 (i)	1936 (j)	1938 (k)	1939 (l)	PER CENT INCREASE 1939 OVER 1922 (m)
1	Miles of line operated in freight service,.....	10,894.36	10,934.80	10,882.36	10,783.48	10,688.14	10,533.35	10,045.86	10,033.91	10,016.00	9,990.00	Dec. 8.3
2	Freight train miles,.....	52,208,314	53,382,924	59,616,286	47,900,091	42,317,768	29,520,545	30,381,888	35,914,784	27,527,109*	31,808,060*	Dec 39.1
3	Freight cars per freight train,.....	40.8	43.5	45.9	54.8	58.0	55.4	56.5	56.0	61.7	63.5	55.6
4	Net tons per freight train,.....	837	857	897	1,028	1,051	929	1,006	1,074	1,077	1,164	39.1
5	Average tractive power per locomotive (pounds),.....	41,922	46,067	48,142	49,719	51,598	53,319	54,404	55,366	56,090	56,566	34.9
6	Average capacity per freight car (tons),.....	54.3	54.2	54.3	54.6	54.7	54.2	54.3	54.9	55.3	55.4	2.0
7	Freight train speed (miles per hour).	10.0	10.2	10.6	11.6	12.6	14.1	14.1	14.0	15.1	15.0	50.0
8	Gross ton-miles per freight train-hour,.....	16,838	18,150	19,983	25,833	29,661	30,942	32,309	32,865	37,570	39,244	133.1
9	Net ton-miles per freight train-hour.	8,339	8,700	9,467	11,286	13,246	13,130	14,198	14,797	15,973	17,146	105.6
10	Gross ton-miles (exclusive of locomotives and tenders) per ton of fuel,.....	11,262	12,227	12,856	13,917	14,413	13,655	14,030	14,584	15,478	15,907	41.3

SOURCE: Items 1, 2, 3; 4, 7 and 8 - Reports of Freight Train Performance, Form OS-4, filed with Interstate Commerce Commission.

Item 5 - Total tractive effort ÷ total steam locomotives available for service at close of each year as reported in Schedule 417 of Annual Report to the Interstate Commerce Commission.

Item 6 - Aggregate capacity of all freight carrying cars ÷ total number of such cars available for service at close of year, as reported in Schedule 417 of Annual Report to the Interstate Commerce Commission.

Item 9 - Net ton miles ÷ train hours as reported on Form OS-4 to the Interstate Commerce Commission.

Item 10- Gross ton-miles (cars, contents and cabooses) ÷ equated net tons of fuel consumed as reported on Forms OS-4 and OS-5 to the Interstate Commerce Commission.

\* Excludes light train miles.

Defendant's Exhibit No. 69 (Witness Aibert)  
Dec. 4, 1940

PENNSYLVANIA RAILROAD CO.

Year 1939

	<u>Revenue Freight Originating On Respondent's Road</u>		<u>Revenue Freight Received From Connecting Carriers</u>		<u>Total Revenue Freight Carried</u>
	<u>Terminating Delivered to On Line</u>	<u>Connecting Carriers</u>	<u>Terminating Delivered to On Line</u>	<u>Connecting Carriers</u>	<u>Carried On Loads</u>
	<u>Carloads</u>	<u>Carloads</u>	<u>Carloads</u>	<u>Carloads</u>	<u>Carloads</u>
110 Oranges & Grapefruit	926	25	25,350	8,184	34,467
111 Lemons, Limes & Citrus Fruits N. O. S.	25	-	1,051	227	1,278
120 Apples, fresh	1,695	1,562	3,619	626	7,502
121 Bananas	6,816	1,694	1,875	120	10,635
122 Berries, fresh	6	1	598	164	567
123 Cantaloupes and Melons N. O. S.	65	21	5,547	647	4,280
124 Grapes, fresh	40	27	3,511	1,019	4,397
125 Peaches, fresh	56	203	4,044	1,540	5,645
126 Watermelons	26	15	5,595	1,923	5,559
127 Fruits, fresh, domestic N. O. S.	65	51	2,060	510	2,686
128 Fruits, fresh tropical N. O. S.	122	4	257	218	281
130 Potatoes, other than sweet	2,904	4,920	19,924	4,854	32,691
140 Cabbage	208	309	5,766	950	7,382
141 Onions	615	557	4,099	267	5,318
142 Tomatoes	665	1,711	8,184	1,835	18,506
143 Vegetables, fresh, N. O. S.	1,422	968	36,440	5,878	44,708

	Revenue Freight Originating On Respondent's Road		Revenue Freight Received From Connecting Carriers		Revenue Freight Freight Carried	
	Terminating Delivered to On Line Connecting Carriers	Terminating Delivered to On Line connecting Carriers	On Line	On Line	Carloads	Carloads
	Carloads	Carloads	Carloads	Carloads	Carloads	Carloads
110 Oranges & Grapefruit	926	35	25,330	8,186	34,467	
111 Lemons, Limes & Citrus Fruits N. O. S.	25	1	1,031	227	1,223	
120 Apples, fresh	1,695	1,562	3,619	626	7,502	
121 Bananas	6,818	1,834	1,875	180	10,635	
122 Berries, fresh	6	1	598	164	567	
123 Cantaloupes and Melons N. O. S.	65	21	3,547	647	4,280	
124 Grapes, fresh	40	37	3,511	1,019	4,397	
125 Peaches, fresh	58	202	4,064	1,340	5,645	
126 Watermelons	26	15	3,596	1,923	5,559	
127 Fruits, fresh, domestic N. O. S.	65	51	2,000	510	2,088	
128 Fruits, fresh tropical N. O. S.	132	4	257	216	591	
130 Potatoes, other than sweet	2,904	4,935	19,924	4,854	32,691	
140 Cabbage	265	309	5,764	280	7,322	
141 Onions	615	537	4,099	267	5,518	
142 Tomatoes	945	1,711	8,164	1,875	12,585	
143 Vegetables, fresh, N. O. S.	1,422	968	36,440	5,878	44,708	
Total 110 to 143, Inclusive	15,989	12,207	125,457	28,813	180,446	
800 Total Products of Agriculture	116,130	55,430	197,140	42,565	411,295	
820 Grand Total, Carload Traffic	1,337,025	762,925	1,315,380	433,001	3,848,237	

Defendant's Exhibit No. 70 (Witness Gregory)  
Dec. 4, 1940

NORTHERN PACIFIC RAILWAY COMPANY

Number of carloads of revenue freight carried of certain selected commodities, total products of agriculture and total carload traffic, as shown on Schedule 541 of the Annual Report to the Interstate Commerce Commission.

Calendar Year 1939

Class No. or Class	Commodity Group	<u>Originating on Respondent's Road</u>		<u>Received from Connecting Carriers</u>		Total Carried
		Terminating On Line	Delivered to Connecting Carriers	Terminating On Line	Delivered to Connecting Carriers	
110	Oranges & grapefruit	8	-	2,348	856	3,212
111	Lemons, limes & citrus fruits n. o. s.	-	-	218	148	366
120	Apples, fresh	2,173	4,871	276	144	7,464
121	Bananas	200	132	1,015	78	1,425
122	Berries, fresh	24	183	91	167	465
123	Cantaloupes & melons n. o. s.	14	5	278	24	321
124	Grapes, fresh	7	13	354	79	453
125	Peaches, fresh	295	307	121	30	753
126	Watermelons	36	11	535	36	618
127	Fruits, fresh, domestic n. o. s.	1,756	2,107	358	629	4,850
128	Fruits, fresh, tropical n. o. s.	-	-	6	2	8
130	Potatoes other than sweet	1,193	4,241	847	87	6,368
140	Cabbages	23	31	207	40	301
141	Onions	169	183	350	64	766
142	Tomatoes	11	51	342	84	488
143	Vegetables, fresh n. o. s.	402	1,601	1,833	512	4,348
	Total	6,311	13,736	9,179	2,980	32,206

## Calendar Year 1939

Class Commodity Group No. or Class	Originating on Respondent's Road		Received from Connecting Carriers		Total Carried
	Terminating Delivered to On Line	Delivered to Connecting Carriers	Terminating Delivered to On Line	Delivered to Connecting Carriers	
110 Oranges & grapefruit	8	-	2,348	856	3,212
111 Lemons, limes & citrus fruits n. o. s.	-	-	218	148	366
120 Apples, fresh	2,173	4,871	276	144	7,464
121 Bananas	200	132	1,015	78	1,425
122 Berries, fresh	24	183	91	167	465
123 Cantaloupes & melons n. o. s.	14	5	278	24	321
124 Grapes, fresh	7	13	354	79	453
125 Peaches, fresh	295	307	121	30	753
126 Watermelons	36	11	535	36	618
127 Fruits, fresh, domestic n. o. s.	1,756	2,107	358	629	4,850
128 Fruits, fresh, tropical n. o. s.	-	-	6	2	8
130 Potatoes other than sweet	1,193	4,241	847	87	6,368
140 Cabbage	23	31	207	40	301
141 Onions	169	183	350	64	766
142 Tomatoes	11	51	342	84	488
143 Vegetables, fresh n. o. s.	402	1,601	1,833	512	4,348
Total	6,311	13,736	9,179	2,980	32,206
Total Products of Agriculture	66,928	26,746	18,883	4,339	116,896
Grand Total Carload Traffic	228,041	115,200	128,531	46,685	518,457

Defendant's Exhibit No. 71 (Witness Siddall)  
Dec. 4, 1940

THE CHICAGO ROCK ISLAND AND PACIFIC RAILWAY CO.

Statement showing number of carloads of revenue freight carried during the Year 1939 for certain selected commodities, total products of agriculture and total overload traffic, as shown on Schedule 541 of the Annual Report to the Interstate Commerce Commission.

Class Commodity Group No. or Class	<u>Originating on Respondent's Road</u>		<u>Received from Connecting Carriers</u>		Total Carried
	Terminating On Line	Delivered to Connecting Carriers	Terminating On Line	Delivered to Connecting Carriers	
110 Oranges & Grapefruit	-	3	3,042	15,525	16,970
111 Lemons, Limes & Citrus Fruits N. O. S.	-	-	451	4,453	4,904
120 Apples, fresh	16	80	1,191	949	2,340
121 Bananas	-	-	2,535	1,456	3,991
122 Berries, fresh	1	3	67	189	256
123 Cantaloupes and Melons N. O. S.	19	21	618	6,567	7,225
124 Grapes, fresh	-	-	333	1,315	1,648
125 Peaches, fresh	-	1	370	205	575
126 Watermelons	126	106	188	148	336
127 Fruits, fresh, domestic N. O. S.	6	2	368	820	1,188
128 Fruits, fresh tropical N. O. S.	-	-	35	12	47
130 Potatoes other than sweet	265	559	6,784	4,737	12,521
140 Cabbage	40	124	377	376	1,117
141 Onions	335	591	333	262	1,591
142 Tomatoes	19	34	480	1,162	1,643
143 Vegetables, fresh N. O. S.	124	93	4,645	22,095	26,956

Class Commodity Group No. or Class	<u>Originating on Respondent's Road Received from Connecting Carriers</u>					Total Carried
	Terminating On Line	Delivered to Connecting Carriers	Terminating On Line	Delivered to Connecting Carriers		
110 Oranges & Grapefruit	-	3	3,042	13,535	16,570	
111 Lemons, Limes & Citrus Fruits N. O. S.	-	-	451	4,433	4,984	
120 Apples, fresh	16	80	1,191	949	2,330	
121 Bananas	-	-	2,533	1,456	3,989	
122 Berries, fresh	1	3	67	189	256	
123 Cantaloupes and Melons N. O. S.	19	21	616	6,567	7,183	
124 Grapes, fresh	-	-	333	1,315	1,648	
125 Peaches, fresh	-	1	370	205	575	
126 Watermelons	126	106	186	146	532	
127 Fruits, fresh, domestic N. O. S.	6	2	368	820	1,188	
128 Fruits, fresh tropical N. O. S.	-	-	35	12	47	
130 Potatoes other than sweet	265	569	6,784	4,737	12,521	
140 Cabbage	40	124	377	576	1,117	
141 Onions	535	591	333	263	1,581	
142 Tomatoes	19	34	480	1,162	1,645	
143 Vegetables, fresh N. O. S.	124	93	4,643	22,095	26,938	
Total	1,081	1,857	31,889	58,388	88,855	
Total Products of Agriculture	71,640	52,554	37,154	68,945	229,971	
Grand Total. Carlisle Traffic	200,142	199,278	205,260	175,376	778,056	
					5388	

10  
10  
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Defendant's Exhibit No. 72 (Witness Burn)  
Dec. 4, 1940

## GREAT NORTHERN RAILWAY COMPANY

Numbers of Carloads of Revenue Freight Carried For Certain Selected Commodities, Total  
Products of Agriculture and Total Carload Traffic.  
As Reported in Schedule No. 541 of Annual Report (Form A) to the Interstate Commerce Commission

Calendar Year 1939

Class Commodity Group No. or Class	Originating on G. N.				Received from Connections		Total TERMINATING on Line	Delivered to Connections	TOTAL CARRIED	Per Cent of Total Carried	
	Terminating on Line	Delivered to Connections	Terminating on Line	Delivered to Connections	Terminating on Line	Delivered to Connections				Terminating on Line	Delivered to Connections
110 Oranges & grapefruit	17	17	2,397	559	2,414	576	2,990	-	-	-	-
111 Lemons, limes and citrus fruits n. o. s.	-	-	191	20	191	20	211	-	-	-	-
120 Apples, fresh	3,302	11,123	524	110	3,826	11,233	15,059	-	-	-	-
121 Bananas	53	19	894	93	947	112	1,059	-	-	-	-
122 Berries, fresh	3	1	89	1	92	2	94	-	-	-	-
123 Cantaloupes & melons n. o. s.	-	-	182	34	182	34	216	-	-	-	-
124 Grapes, fresh	-	-	338	60	338	60	398	-	-	-	-
125 Peaches, fresh	28	3	380	19	408	22	430	-	-	-	-
126 Watermelons	3	-	319	54	322	54	376	-	-	-	-
127 Fruits, fresh domestic n. o. s.	703	1,521	396	97	1,099	1,618	2,717	-	-	-	-
128 Fruits, fresh tropical n. o. s.	-	-	9	8	9	8	17	-	-	-	-
130 Potatoes other than sweet	1,667	15,681	829	447	2,496	16,128	18,624	-	-	-	-
140 Cabbage	6	1	131	7	137	8	145	-	-	-	-
141 Onions	19	123	161	20	180	143	323	-	-	-	-
142 Tomatoes	-	2	289	36	289	38	327	-	-	-	-
143 Vegetables, fresh n.o.s.	182	203	1,320	333	1,502	536	2,038	-	-	-	-
Total Fresh Fruits, Etc.	5,983	28,694	8,449	1,898	14,432	30,592	45,024	32.1%	67.9%		
800 Total Products of Agriculture	94,081	45,874	16,382	3,607	110,463	49,481	159,944	69.1%	30.9%		
850 Grand Total Carload Traffic	237,819	362,809	138,625	44,036	376,444	406,845	783,289	48.1%	51.9%		

Defendant's Exhibit No. 73 (Witness H.R. Fertig)  
Dec. 4, 1940

THE CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY COMPANY

Typical Examples of Freight Trains Handled  
Between Certain Terminals, April 1st to 10th Inclusive, 1939

Fertig)

PANY

re. 1939

101 Cars to 125 Cars				126 Cars and Over													Maximum Cars per Train
Consist		No. of Trains	Type of Locomotive	Average Consist					No. of Trains	Type of Locomotive	Average Consist						
D	Tons	(u)	(v)	(w)	(x)	(y)	(z)	(aa)	(bb)	(cc)	(dd)	(ee)	(ff)	(gg)	(hh)	(ii)	
78	3,178	-	-	-	-	-	-	-	-	-	-	-	-	-	-	92	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	
75	3,105	2	4-8-4	0	40	61	101	4,376	-	-	-	-	-	-	-	102	
35	3,185	-	-	-	-	-	-	-	-	-	-	-	-	-	-	96	
35	3,322	-	-	-	-	-	-	-	-	-	-	-	-	-	-	91	
36	3,525	-	-	-	-	-	-	-	-	-	-	-	-	-	-	97	
37	2,040	1	Mikado	0	51	55	106	3,941	-	-	-	-	-	-	-	106	
74	2,657	-	-	-	-	-	-	-	-	-	-	-	-	-	-	78	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	
71	3,770	-	-	-	-	-	-	-	-	-	-	-	-	-	-	71	
86	2,680	-	-	-	-	-	-	-	-	-	-	-	-	-	-	91	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	
84	2,748	-	-	-	-	-	-	-	-	-	-	-	-	-	-	87	
76	2,729	-	-	-	-	-	-	-	-	-	-	-	-	-	-	.99	
73	2,250	1	Mikado	0	11	101	112	3,024	-	-	-	-	-	-	-	112	
79	2,876	-	-	-	-	-	-	-	-	-	-	-	-	-	-	83	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	
91	2,473	2	4-8-4	0	2	99	101	2,588	-	-	-	-	-	-	-	101	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	
78	2,217	-	-	-	-	-	-	-	-	-	-	-	-	-	-	78	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	
72	1,869	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	
72	2,988	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	

## Typical Examples of Freight Trains Handled (Cont'd)

Name of Railroad	From	To	Dis- tance (Miles)	4 Ian Day Period Studied (Mo. & Yrs.)	Rul- ing Grade	70 Cars or Less							71 Cars to 100 Cars							101 Cars to 125 Car												
						No. of Trains		Type of Locomotive	Average Consist					No. of Trains		Type of Locomotive	Average Consist					No. of Trains		Type of Locomotive	Average							
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)	(u)	(v)	(w)	(x)	(y)	(z)	(aa)						
The Chicago, Rock Island and Pacific Railway Company	Trenton, Mo.	Kansas City, Kan.	96	April, 1939	.50	26	4-8-4	0	29	27	56	1,958	19	4-8-4	1	12	69	82	2,246	3	4-8-4	0	3	1	-	-	-					
	Kansas City, Kan.	Trenton, Mo.	95	April, 1939	.50	34	4-8-4	15	30	6	51	2,283	17	4-8-4	9	57	15	81	3,966	-	-	-	-	-	-	-	-					
	Kansas City, Kan.	Trenton, Mo.	95	April, 1939	.50	1	Mikado	16	28	10	54	2,406	1	Mikado	0	75	2	77	3,934	-	-	-	-	-	-	-	-					
	Kansas City, Kan.	Trenton, Mo.	95	April, 1939	.50	1	Mountain	10	34	6	50	2,241	-	-	-	-	-	-	-	-	-	-	-	-	-	-						
	Herington, Kan.	Herington, Kan.	147	April, 1939	.80	12	4-8-4	2	43	18	63	2,281	30	4-8-4	2	33	44	79	2,556	8	4-8-4	0	1	10	-	-	-					
	Kansas City, Kan.	Herington, Kan.	147	April, 1939	.80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-						
	Kansas City, Kan.	Kansas City, Kan.	147	April, 1939	.50	21	4-8-4	27	29	7	63	2,741	38	4-8-4	35	36	14	85	3,566	1	Mikado	0	0	11	-	-	-					
	Kansas City, Kan.	McFarland, Kan.	147	April, 1939	.50	1	Mikado	5	45	19	69	2,900	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
	McFarland, Kan.	Kansas City, Kan.	98	April, 1939	.80	10	Mikado	0	24	31	55	1,690	1	Mikado	1	35	36	72	2,416	-	-	-	-	-	-	-	-					
	McFarland, Kan.	Herington, Kan.	98	April, 1939	.50	11	Mikado	1	23	20	44	1,472	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
McFarland, Kan. Herington, Kan. Topeka, Kan. Herington, Kan. Herington, Kan. Herington, Kan. Herington, Kan. Herington, Kan. Herington, Kan. Herington, Kan.	McFarland, Kan.	Herington, Kan.	49	April, 1939	.80	1	Mikado	0	1	45	46	1,115	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
	McFarland, Kan.	McFarland, Kan.	49	April, 1939	.50	2	Mikado	0	20	2	22	703	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Herington, Kan.	Topeka, Kan.	51	April, 1939	.80	2	Mikado	0	5	57	60	1,411	2	Mikado	0	8	79	87	2,205	-	-	-	-	-	-	-	-	-				
	Herington, Kan.	Topeka, Kan.	51	April, 1939	.50	2	Mikado	0	32	6	38	1,920	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Herington, Kan.	Pratt, Kan.	51	April, 1939	.50	1	Pacific	0	5	7	12	345	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Herington, Kan.	Pratt, Kan.	127	April, 1939	.80	12	4-8-4	1	33	22	56	2,020	7	4-8-4	0	10	75	85	2,515	5	4-8-4	0	0	101	-	-	-	-	-			
	Herington, Kan.	Pratt, Kan.	127	April, 1939	.80	16	Mikado	0	14	31	45	1,339	5	Mikado	0	0	83	83	2,174	-	-	-	-	-	-	-	-	-	-			
	Herington, Kan.	Pratt, Kan.	127	April, 1939	.80	1	Consolidation	0	0	46	46	1,250	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
	Herington, Kan.	Herington, Kan.	127	April, 1939	.80	27	4-8-4	41	11	5	57	2,432	3	4-8-4	47	22	7	76	3,407	-	-	-	-	-	-	-	-	-	-			
	Herington, Kan.	Herington, Kan.	127	April, 1939	.80	22	Mikado	22	18	6	46	1,931	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Pratt, Kan. Hutchinson, Kan. Pratt, Kan. Pratt, Kan. Liberal, Kan. Pratt, Kan. Liberal, Kan. Pratt, Kan. Liberal, Kan. Pratt, Kan.	Herington, Kan.	Herington, Kan.	127	April, 1939	.80	1	Consolidation	0	22	18	40	1,757	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
	Herington, Kan.	Hutchinson, Kan.	127	April, 1939	.80	1	Pacific	0	13	8	21	890	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	Hutchinson, Kan.	Herington, Kan.	74	April, 1939	.80	2	Mikado	1	8	23	32	414	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	Herington, Kan.	Liberal, Kan.	74	April, 1939	.80	2	Mikado	0	25	5	28	1,415	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	Liberal, Kan.	Pratt, Kan.	133	April, 1939	.80	10	4-8-4	3	29	22	54	1,083	10	4-8-4	0	1	90	91	2,401	1	4-8-4	0	0	101	-	-	-	-	-	-		
	Pratt, Kan.	Liberal, Kan.	133	April, 1939	.80	11	Mikado	1	12	30	45	1,295	9	Mikado	0	1	78	79	2,126	-	-	-	-	-	-	-	-	-	-	-		
	Liberal, Kan.	Pratt, Kan.	133	April, 1939	.80	31	4-8-4	40	6	4	52	2,315	1	4-8-4	58	11	3	72	3,212	-	-	-	-	-	-	-	-	-	-	-		
	Liberal, Kan.	Pratt, Kan.	133	April, 1939	.80	19	Mikado	22	15	7	44	1,841	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Delhart, Tex.	Pratt, Kan.	133	April, 1939	.80	1	Mountain	25	15	4	44	1,760	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Delhart, Tex.	Delhart, Tex.	111	April, 1939	.80	12	4-8-4	2	35	18	55	2,034	14	4-8-4	0	1	87	93	2,378	1	4-8-4	0	0	101	-	-	-	-	-	-	-	-
Delhart, Tex. Delhart, Tex. Delhart, Tex. Delhart, Tex. Delhart, Tex. Delhart, Tex. Tucumcari, N.M. Tucumcari, N.M. Tucumcari, N.M. Tucumcari, N.M.	Delhart, Tex.	Delhart, Tex.	111	April, 1939	.80	4	Mikado	0	19	31	50	1,713	9	Mikado	0	1	81	82	2,157	-	-	-	-	-	-	-	-	-	-	-	-	
	Delhart, Tex.	Delhart, Tex.	111	April, 1939	.80	1	Mountain	0	14	53	67	1,840	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Delhart, Tex.	Delhart, Tex.	111	April, 1939	.80	27	4-8-4	44	7	4	55	2,296	2	4-8-4	66	8	4	78	3,096	-	-	-	-	-	-	-	-	-	-	-	-	-
	Delhart, Tex.	Delhart, Tex.	111	April, 1939	.80	11	Mikado	42	4	6	52	2,112	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Delhart, Tex.	Delhart, Tex.	111	April, 1939	.80	1</td																										

Ins Handled (Cont'd)

Cars				101 Cars to 125 Cars								126 Cars and Over								Maximum Cars per Train	
Age Consist			No. of Trains	Type of Locomotive	Average Consist					No. of Trains	Type of Locomotive	Average Consist									
C	D	Tons	(u)	(v)	A	B	C	D	Tons	(bb)	(cc)	A	B	C	D	Tons					
(r)	(s)	(t)	(u)	(v)	(w)	(x)	(y)	(z)	(aa)	(bb)	(cc)	(dd)	(ee)	(ff)	(gg)	(hh)	(ii)	(jj)			
59	82	2,246	3	4-8-4	0	3	104	107	2,804	-	-	-	-	-	-	-	-	107			
15	81	3,966	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	96			
2	77	3,934	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	77			
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50			
44	79	2,556	8	4-8-4	0	1	105	106	2,052	2	4-8-4	0	8	118	126	3,437	-	126			
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	116			
28	85	3,566	-	Mikado	0	0	116	116	3,003	-	-	-	-	-	-	-	-	100			
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	69			
36	72	2,416	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72			
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49			
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46			
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30			
79	87	2,205	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	89			
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48			
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12			
75	85	2,515	5	4-8-4	0	0	101	101	2,323	-	-	-	-	-	-	-	-	102			
83	83	2,174	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	87			
7	76	3,407	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46			
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80			
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67			
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40			
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21			
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17			
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35			
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	101			
90	91	2,401	1	4-8-4	0	0	101	101	2,405	-	-	-	-	-	-	-	-	99			
78	79	2,126	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72			
3	72	3,212	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66			
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44			
87	95	2,378	1	4-8-4	0	0	101	101	2,720	-	-	-	-	-	-	-	-	101			
81	82	2,157	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	86			
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67			
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80			
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66			
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40			
78	85	2,191	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	91			
79	81	1,972	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	85			
73	75	2,058	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	76			
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66			
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61			
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46			
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54			
Trains 100 cars				23	Trains 101 cars to 125 cars								2	Trains 126 cars and over							
				2.45 105									20								

EXPLANATION OF SYMBOLS USED BELOW  
UNDER HEADING "AVERAGE CONSIST"

- A - Perishable loads
- B - Other loads
- C - Empty cars and includes caboose
- D - Total all cars

Defendant's Exhibit No. 74 (Witness F.W. Green)  
Dec. 5, 1940

ST. LOUIS SOUTHWESTERN RAILWAY LINES  
BERRYMAN HENWOOD, TRUSTEE

TYPICAL EXAMPLES OF FREIGHT TRAINS HANDLED  
BETWEEN CERTAIN TERMINALS, APRIL 12TH - 21ST INCLUSIVE, 1939

(en)

VE, 1939

LINE NO.	FROM	TO	DIS- TANCE (Miles)	RULING GRADE	70 CARS OR LESS						71 CARS TO 100 CARS						101 CARS TO 125 CARS								
					NO. OF TRAINS	TYPE OF LOCOMOTIVE	AVERAGE CONSIST				NO. OF TRAINS	TYPE OF LOCOMOTIVE	AVERAGE CONSIST				NO. OF TRAINS	TYPE OF LOCOMOTIVE	AVERAGE CONSIST						
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)	(u)	(v)	(w)	(x)	(y)	
1	E.St.Louis,Ill.	Illmo, Mo.	125	0.50	10	Consolidation	-	33	13	45	1,293	20	4-8-4	-	45	44	89	3,079	-	-	-	-	-	-	-
2	Illmo, Mo.	E.St.Louis, Ill.	125	0.50	12	(Consolidation 4-8-4) (Mountain- Consolidation)	-	44	14	58	2,412	18	4-8-4	-	63	23	86	3,494	-	-	-	-	-	-	-
3	Illmo, Mo.	Jonesboro, Ark.	131	0.50	10	Consolidation	-	22	1	23	655	17	4-8-4	-	50	38	88	3,103	3	4-8-4	-	49	53	102	-
4	Jonesboro, Ark.	Illmo, Mo.	131	0.50	12	(Consolidation Mountain)	-	42	12	54	2,220	19	(4-8-4 Consolidation)	-	60	24	84	3,447	1	4-8-4	-	52	52	104	-
5	Jonesboro, Ark.	Pine Bluff,Ark.	142	0.50	11	(Mountain 10 Wheel Consolidation)	-	21	4	25	743	18	4-8-4	-	47	42	89	3,064	1	4-8-4	-	72	36	108	-
6	Pine Bluff,Ark.	Jonesboro, Ark.	142	0.50	16	(Consolidation Mountain 4-8-4)	-	44	13	57	2,414	18	(4-8-4 Consolidation)	-	64	21	85	3,582	-	-	-	-	-	-	-
7	TOTAL TRAINS		186		71		110							5											
8	PER CENT OF ALL TRAINS		100		38.2		59.1							2.7											
9	AVERAGE CARS PER TRAIN		71		45		87							104											

NO. OF TRAINS	TYPE OF LOCOMOTIVE	AVERAGE CONSIST				101 CARS TO 125 CARS						126 CARS AND OVER						MAXIMUM CARS PER TRAIN		
		A	B	C	D	TONS	(t)	(u)	(v)	(w)	(x)	(y)	(aa)	(bb)	(cc)	(dd)	(ee)	(ff)	(gg)	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	99	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	
3	4-8-4	-	49	53	102	3,301	-	-	-	-	-	-	-	-	-	-	-	-	-	102
1	4-8-4	-	52	52	104	3,726	-	-	-	-	-	-	-	-	-	-	-	-	-	104
1	4-8-4	-	72	36	108	3,348	-	-	-	-	-	-	-	-	-	-	-	-	-	108
5	2-4-2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	95
104																				

## Defendant's Exhibit No. 75 (Witness W.A. Kraemer).

Dec. 5, 1940

## CHICAGO AND NORTH WESTERN RAILWAY COMPANY

TELEGRAMS OF FREIGHT TRAINS OPERATED ON  
WISCONSIN - CALUMA - IOWA DIVISIONS  
ADJUST LIST TO DATE, INCLUSIVE, 1940

FROM (a)	TO (c)	DIS- TANCE (Miles)	HELDING GRADE (d)	NO. OF TRAINS (e)	TYPE OF LOCOMOTIVE (f)	TO CARS OR LESS					72 CARS TO 200 CARS					100 CARS TO 125 CARS					125 CARS AND OVER					MAXIMUM CARS PER TRAIN (g)								
						A	B	C	D	TONS (h)	A	B	C	D	TONS (h)	A	B	C	D	TONS (h)	A	B	C	D	TONS (h)									
Provin, Ill.	Milwaukee, Wis.	83	.30	35	Blendo	7	52	6	65	2,695	25	Blendo	6	48	30	64	3,475	4	Blendo	6	60	42	108	4,348	-	Northern	-	-	120					
Provin, Ill.	Milwaukee, Wis.	83	.30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	Blendo	9	52	12	113	6,452	2	North	12	108	23	143	7,832	150
Provin, Ill.	Milwaukee, Wis.	83	.30	1	Northern	3	19	47	59	2,106	1	Northern	15	73	7	95	3,819	4	Blendo	17	77	15	112	4,272	-	Blendo	-	-	120					
Provin, Ill.	Milwaukee, Wis.	83	.30	12	Blendo	12	42	14	58	2,249	13	Blendo	5	49	33	87	2,875	6	Blendo	5	23	8	111	3,220	-	-	-	-	-	120				
Milwaukee, Wis.	Provin, Ill.	83	.30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	1	Northern	3	19	47	59	2,106	1	Northern	15	73	7	95	3,819	4	Blendo	17	77	15	112	4,272	-	Blendo	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	12	Blendo	12	42	14	58	2,249	13	Blendo	5	49	33	87	2,875	6	Blendo	5	23	8	111	3,220	-	-	-	-	-	120				
Milwaukee, Wis.	Provin, Ill.	83	.30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	1	Northern	2	43	6	53	2,325	2	Blendo	20	56	1	80	3,444	1	Blendo	22	59	14	105	4,433	-	-	-	-	-	120				
Provin, Ill.	Provin, Ill.	83	.30	7	Northern	1	61	68	68	3,217	13	Blendo	1	74	7	82	3,261	1	Blendo	1	89	15	104	3,969	8	Blendo	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	120						
Provin, Ill.	Provin, Ill.	83	.30	1	Northern	1	38	12	56	2,667	16	Blendo	2	49	28	79	2,622	4	Blendo	4	54	66	134	3,807	-	-	-	-	-	120				
Provin, Ill.	Provin, Ill.	83	.30	1	Northern	1	38	12	56	2,667	16	Blendo	2	49	28	79	2,622	4	Blendo	4	54	66	134	3,807	-	Blendo	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	1	Northern	1	38	12	56	2,667	16	Blendo	2	49	28	79	2,622	4	Blendo	4	54	66	134	3,807	-	Blendo	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	1	Northern	1	38	12	56	2,667	16	Blendo	2	49	28	79	2,622	4	Blendo	4	54	66	134	3,807	-	Blendo	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	1	Northern	1	38	12	56	2,667	16	Blendo	2	49	28	79	2,622	4	Blendo	4	54	66	134	3,807	-	Blendo	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	1	Northern	1	38	12	56	2,667	16	Blendo	2	49	28	79	2,622	4	Blendo	4	54	66	134	3,807	-	Blendo	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	1	Northern	1	38	12	56	2,667	16	Blendo	2	49	28	79	2,622	4	Blendo	4	54	66	134	3,807	-	Blendo	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	1	Northern	1	38	12	56	2,667	16	Blendo	2	49	28	79	2,622	4	Blendo	4	54	66	134	3,807	-	Blendo	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	1	Northern	1	38	12	56	2,667	16	Blendo	2	49	28	79	2,622	4	Blendo	4	54	66	134	3,807	-	Blendo	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	1	Northern	1	38	12	56	2,667	16	Blendo	2	49	28	79	2,622	4	Blendo	4	54	66	134	3,807	-	Blendo	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	1	Northern	1	38	12	56	2,667	16	Blendo	2	49	28	79	2,622	4	Blendo	4	54	66	134	3,807	-	Blendo	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	1	Northern	1	38	12	56	2,667	16	Blendo	2	49	28	79	2,622	4	Blendo	4	54	66	134	3,807	-	Blendo	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	1	Northern	1	38	12	56	2,667	16	Blendo	2	49	28	79	2,622	4	Blendo	4	54	66	134	3,807	-	Blendo	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	1	Northern	1	38	12	56	2,667	16	Blendo	2	49	28	79	2,622	4	Blendo	4	54	66	134	3,807	-	Blendo	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	1	Northern	1	38	12	56	2,667	16	Blendo	2	49	28	79	2,622	4	Blendo	4	54	66	134	3,807	-	Blendo	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	1	Northern	1	38	12	56	2,667	16	Blendo	2	49	28	79	2,622	4	Blendo	4	54	66	134	3,807	-	Blendo	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	1	Northern	1	38	12	56	2,667	16	Blendo	2	49	28	79	2,622	4	Blendo	4	54	66	134	3,807	-	Blendo	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	1	Northern	1	38	12	56	2,667	16	Blendo	2	49	28	79	2,622	4	Blendo	4	54	66	134	3,807	-	Blendo	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	1	Northern	1	38	12	56	2,667	16	Blendo	2	49	28	79	2,622	4	Blendo	4	54	66	134	3,807	-	Blendo	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	1	Northern	1	38	12	56	2,667	16	Blendo	2	49	28	79	2,622	4	Blendo	4	54	66	134	3,807	-	Blendo	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	1	Northern	1	38	12	56	2,667	16	Blendo	2	49	28	79	2,622	4	Blendo	4	54	66	134	3,807	-	Blendo	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	1	Northern	1	38	12	56	2,667	16	Blendo	2	49	28	79	2,622	4	Blendo	4	54	66	134	3,807	-	Blendo	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	1	Northern	1	38	12	56	2,667	16	Blendo	2	49	28	79	2,622	4	Blendo	4	54	66	134	3,807	-	Blendo	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	1	Northern	1	38	12	56	2,667	16	Blendo	2	49	28	79	2,622	4	Blendo	4	54	66	134	3,807	-	Blendo	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	1	Northern	1	38	12	56	2,667	16	Blendo	2	49	28	79	2,622	4	Blendo	4	54	66	134	3,807	-	Blendo	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	1	Northern	1	38	12	56	2,667	16	Blendo	2	49	28	79	2,622	4	Blendo	4	54	66	134	3,807	-	Blendo	-	-	120					
Provin, Ill.	Provin, Ill.	83	.30	1	Northern	1	38	12	56	2,667	16	Blendo	2	49	28	79	2,622	4	Blendo	4</														

Defendant's Exhibit No. 76 (Witness W.A. Kraemer)  
Dec. 5, 1940

CHICAGO AND NORTH WESTERN RAILWAY COMPANY

MAXIMUM NUMBER OF CARS HANDLED IN VARIOUS MAIN LINE  
PASSENGER TRAINS BETWEEN CHICAGO AND OMAHA DURING  
PERIOD AUGUST 1ST TO 10TH, INCLUSIVE, 1940

LINE NO. (a)	TRAIN NO. (b)	TRAIN NAME (c)	MILES (d)	CARS OR LESS (e)	NUMBER OF CARS												17 AND OVER (q)	TOTAL (r)
					6 (f)	7 (g)	8 (h)	9 (i)	10 (j)	11 (k)	12 (l)	13 (m)	14 (n)	15 (o)	16 (p)			
<u>WESTBOUND</u>																		
1	49	Forty-Niner	488	-	-	-	4	-	-	-	-	-	-	0	-	-	4	
2	21	Pacific Limited	488	-	-	-	-	-	-	-	-	1	1	4	3	1	10	
3	19	Natl. Parks Special	488	-	-	-	5	2	2	-	-	-	1	-	-	-	10	
4	1	City of Portland	488	-	-	-	2	-	-	-	-	-	-	-	-	-	2	
5	103	City of Los Angeles	488	-	-	-	-	-	2	-	-	1	-	-	-	-	3	
6	111	City of Denver	488	-	-	-	-	-	16	-	-	-	-	-	-	-	16	
7	11	Corn King	488	-	-	-	4	4	2	-	-	-	-	-	-	-	10	
8	101	City of San Francisco	488	-	-	-	-	-	-	1	-	-	-	-	-	-	1	
9	5	Fast Mail	488	-	-	1	1	1	5	2	-	-	-	-	-	-	10	
10	717	Challenger	488	-	-	-	-	-	-	-	-	7	1	1	1	-	10	
11	27	Overland Limited	488	-	-	-	-	-	-	-	-	2	3	4	2	-	10	
12	87	Challenger	488	-	-	-	-	-	-	-	-	3	2	3	2	-	10	
13	15	Columbine	488	-	2	6	1	1	-	-	-	-	-	-	-	-	10	
14		TOTAL		-	2	7	13	8	11	16	1	1	10	11	6	100		
<u>EASTBOUND</u>																		
15	48	Forty-Niner	488	-	-	3	-	-	-	-	-	-	5	7	7	-	3	
16	14	Pacific Limited	488	-	-	-	-	-	-	-	3	6	1	-	-	-	10	
17	20	Natl. Parks Special	488	-	4	1	2	3	-	-	-	-	-	-	-	-	10	
18	2	City of Portland	488	-	-	2	-	-	-	-	-	-	-	-	-	-	2	
19	104	City of Los Angeles	488	-	-	-	-	-	2	-	-	1	-	-	-	-	3	
20	112	City of Denver	488	-	-	-	-	10	-	-	-	-	-	-	-	-	10	
21	22	Corn King	488	-	-	2	7	1	-	-	-	-	-	-	-	-	10	
22	102	City of San Francisco	488	-	-	-	-	-	-	2	-	-	-	-	-	-	2	
23	6	Mail and Express	488	-	1	1	-	2	2	3	1	-	-	-	-	-	10	
24	818	Challenger	488	-	-	-	-	-	-	-	4	1	2	3	-	-	10	

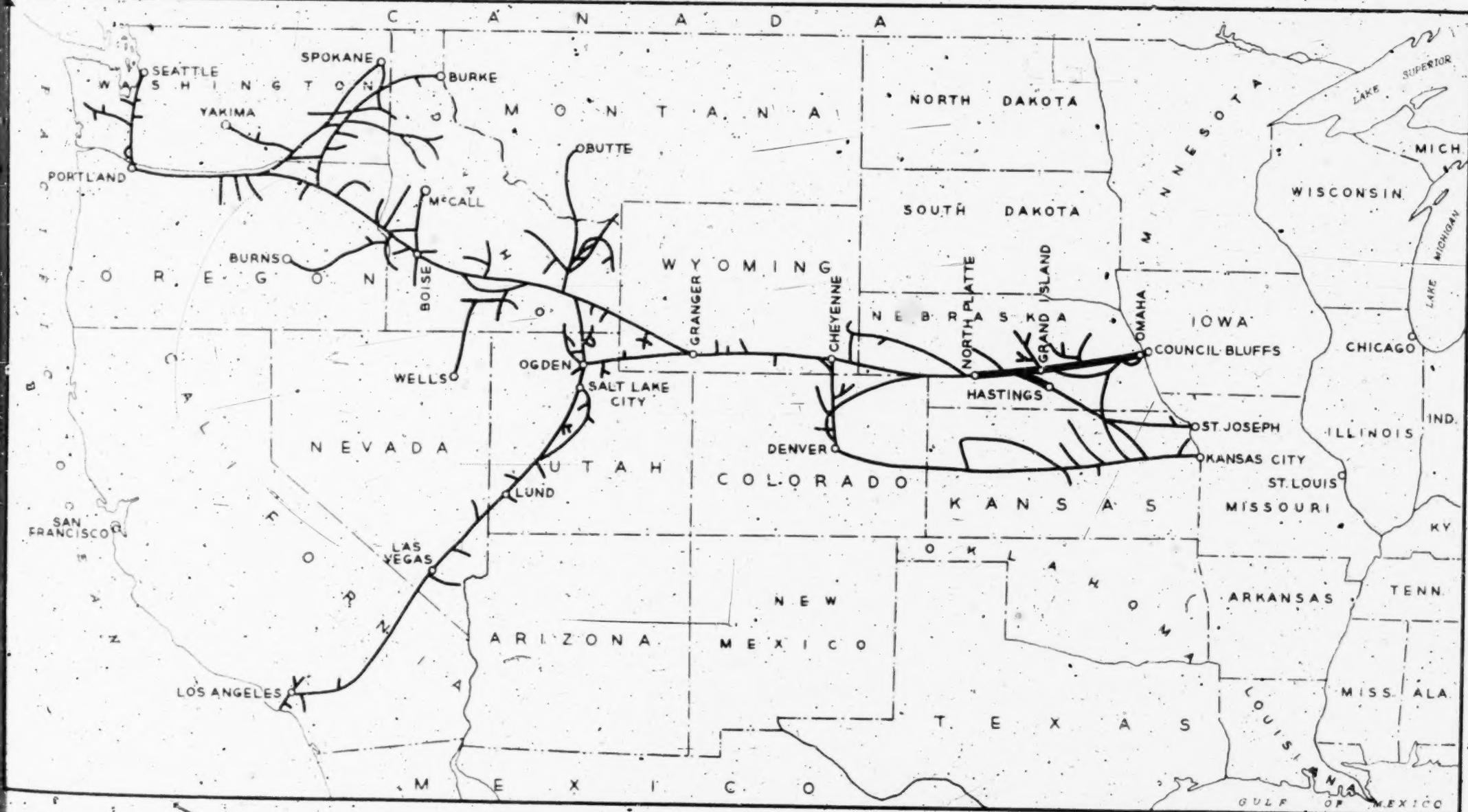
LINE NO. (a)	TRAIN NO. (b)	TRAIN NAME (c)	MILES (d)	50 CARS OR LESS (e)	NUMBER OF CARS												17 AND OVER (q)	TOTAL (r)
					6 (f)	7 (g)	8 (h)	9 (i)	10 (j)	11 (k)	12 (l)	13 (m)	14 (n)	15 (o)	16 (p)			
<u>WESTBOUND</u>																		
1	49	Forty-Niner	488	-	-	-	-	4	-	-	-	-	7	-	-	-	-	4
2	21	Pacific Limited	488	-	-	-	-	-	-	-	-	-	1	1	4	3	1	10
3	19	Natl. Parks Special	488	2	-	-	-	5	2	2	-	-	-	1	-	-	-	10
4	1	City of Portland	488	-	-	-	-	2	-	-	7	-	-	-	-	-	-	2
5	103	City of Los Angeles	488	-	-	-	-	-	-	-	2	-	-	1	-	-	-	9
6	111	City of Denver	488	-	-	-	-	2	-	-	10	-	-	-	-	-	-	10
7	11	Corn King	488	-	-	-	-	-	4	4	2	-	-	-	-	-	-	10
8	101	City of San Francisco	488	-	-	-	-	2	-	-	-	1	-	-	-	-	-	1
9	5	Fast Mail	488	-	-	1	1	1	3	2	-	-	-	-	-	-	-	10
10	717	Challenger	488	-	-	-	-	-	-	-	-	-	-	7	1	1	1	10
11	27	Overland Limited	488	-	-	-	-	-	-	-	-	-	1	3	4	2	10	
12	87	Challenger	488	-	-	-	-	-	-	-	-	-	3	2	3	2	10	
13	15	Columbine	488	-	2	6	1	1	-	-	-	-	-	-	-	-	-	10
14	TOTAL			-	2	7	13	8	11	16	1	1	14	10	11	6	100	
<u>EASTBOUND</u>																		
15	48	Forty-Niner	488	-	-	-	3	-	-	-	-	-	-	-	-	-	-	3
16	14	Pacific Limited	488	-	-	-	-	-	-	-	-	3	6	1	-	-	-	10
17	20	Natl. Parks Special	488	-	-	4	1	2	3	-	-	-	-	-	-	-	-	10
18	2	City of Portland	488	-	-	-	2	-	-	-	-	-	-	-	-	-	-	2
19	104	City of Los Angeles	488	-	-	-	-	-	-	2	-	-	1	-	-	-	-	3
20	112	City of Denver	488	-	-	-	-	-	-	10	-	-	-	-	-	-	-	10
21	22	Corn King	488	-	-	-	-	2	7	1	-	-	-	-	-	-	-	10
22	102	City of San Francisco	488	-	-	-	-	-	-	-	2	-	-	-	-	-	-	2
23	6	Mail and Express	488	-	-	1	1	-	2	2	3	1	-	-	-	-	-	10
24	818	Challenger	488	-	-	-	-	-	-	-	-	-	4	1	2	3	10	
25	28	Overland Limited	488	-	-	-	-	-	-	-	-	-	1	7	2	10		
26	88	Challenger	488	-	-	-	-	-	-	-	-	-	6	2	2	10		
27	12	Columbine	488	-	1	1	3	3	2	-	-	-	-	-	-	-	-	10
28	TOTAL			-	1	6	10	7	14	15	5	4	11	9	11	7	100	

RECAPITULATION											
TOTAL TRAINS OVER 14 CARS										54 or 27%	
TOTAL TRAINS 14 CARS OR UNDER										146 or 73%	
TOTAL CARS										200 or 100%	

5394

2920

Defendant's Exhibit No. 77 (Witness A.E. Callin)  
Dec. 5, 1940



UNION PACIFIC RAILROAD COMPANY

— HEAVY LINE INDICATES TERRITORY  
COVERED BY TYPICAL FREIGHT TRAIN EXHIBIT. 5395

Defendant's Exhibit No. 78 (Witness A.E. Callin)  
Dec. 5, 1940

UNION PACIFIC RAILROAD COMPANY (\*)

FREIGHT OPERATING AND  
FREIGHT TRANSPORTATION EXPENSES  
RELATED TO TRAFFIC  
CALENDAR YEARS 1922 TO 1939, INCLUSIVE

YEAR	REVENUE TON MILES (a)	FREIGHT OPERATING EXPENSES (b)	FREIGHT TRANSPORTATION EXPENSES (c)	AVERAGES PER 1000 REVENUE TON MILES	
				FREIGHT OPERATING EXPENSES (d)	FREIGHT TRANSP. EXPENSES (e)
1939	13,057,871,224	\$ 79,766,959	\$ 39,724,540	\$ 6.11	\$ 3.04
1938	11,713,952,906	71,441,544	35,810,901	6.10	3.05
1937	13,297,243,583	80,158,935	39,764,415	6.03	2.99
1936	12,522,299,230	75,594,748	35,872,420	6.04	2.86
1935	10,603,455,396	67,888,453	32,993,400	6.41	3.11
1934	9,648,888,171	62,801,202	29,375,843	6.51	3.04
1933	8,497,990,656	55,604,871	26,911,735	6.54	3.17
1932	8,151,357,814	55,893,282	27,966,489	6.86	3.43
1931	10,789,266,622	78,705,916	36,204,394	7.29	3.36
1930	13,116,330,490	93,607,322	42,410,131	7.14	3.23
1929	14,700,997,965	105,118,937	46,788,561	7.15	3.18
1928	14,573,228,989	104,945,647	46,034,325	7.20	3.16
1927	13,386,197,215	99,350,364	42,671,171	7.42	3.19
1926	13,441,676,552	100,655,236	43,110,507	7.49	3.21
1925	12,644,111,983	98,067,854	43,073,768	7.76	3.41
1924	11,962,613,612	101,654,713	44,799,505	8.50	3.74
1923	12,091,313,368	112,734,687	49,836,002	9.32	4.12
1922	10,694,094,361	104,065,774	47,315,487	9.73	4.42
TOTAL 1936- 1939	50,591,366,943	306,962,186	151,172,276	6.07	2.99
TOTAL 1922- 1925	47,392,133,324	416,523,028	184,984,762	8.79	3.90
PER CENT OF IMPROVEMENT 4 YEARS 1936 - 1939 COMPARED WITH 4 YEARS 1922 - 1925				30.9	23.3

SOURCE: Revenue ton-miles - Annual Reports to Interstate Commerce Com-

YEAR	REVENUE TON MILES (a)	FREIGHT OPERATING EXPENSES (b)	FREIGHT TRANSPORTATION EXPENSES (c)	AVERAGES PER 1000 REVENUE TON MILES	
				FREIGHT OPERATING EXPENSES (d)	FREIGHT TRANSP. EXPENSES (e)
1939	13,057,871,224	\$ 79,766,959	\$ 39,724,540	\$ 6.11	\$ 3.04
1938	11,713,952,906	71,441,544	35,810,901	6.10	3.05
1937	13,297,243,583	80,158,935	39,764,415	6.03	2.99
1936	12,522,299,230	75,594,748	35,872,420	6.04	2.86
1935	10,603,455,396	67,888,453	32,993,400	6.41	3.11
1934	9,648,888,171	62,801,202	29,375,843	6.51	3.04
1933	8,487,990,656	55,604,871	26,911,735	6.54	3.17
1932	8,151,357,814	55,893,282	27,966,489	6.86	3.43
1931	10,789,266,622	78,705,916	36,204,394	7.29	3.36
1930	13,116,330,490	93,607,322	42,410,131	7.14	3.23
1929	14,700,997,965	105,118,937	46,788,561	7.15	3.18
1928	14,573,228,989	104,945,647	46,034,325	7.20	3.16
1927	13,386,197,215	99,350,364	42,671,171	7.42	3.19
1926	13,441,676,552	100,655,236	43,110,507	7.49	3.21
1925	12,644,111,983	98,067,854	43,073,768	7.76	3.41
1924	11,962,613,612	101,654,713	44,799,505	8.50	3.74
1923	12,091,313,368	112,734,687	49,836,002	9.32	4.12
1922	10,694,094,361	104,065,774	47,315,487	9.73	4.42
TOTAL 1936- 1939	50,591,366,943	306,962,186	151,172,276	6.07	2.99
TOTAL 1922- 1925.	47,392,133,324	416,523,028	184,984,762	8.79	3.90
PER CENT OF IMPROVEMENT 4 YEARS 1936 - 1939 COMPARED WITH 4 YEARS 1922 - 1925				30.9	23.3

SOURCE: Revenue ton-miles - Annual Reports to Interstate Commerce Commission, excluding company material hauled by one Union Pacific line for another as revenue freight prior to January 1, 1934.

Freight operating and transportation expenses - Annual Reports to the I.C.C. with an addition to total freight expenses of a proportion of some joint facility expenses under Maintenance of Way & Structures and some locomotive repair, depreciation and retirement expenses under Maintenance of Equipment prior to Jan. 1, 1927, that were reported in Annual Reports to the I.C.C. as not apportioned to freight or passenger.

(\*) Figures for all years include lines of affiliated companies, viz., Oregon Short Line RR. Co., Oregon-Washington Railroad & Navigation Co., Los Angeles & Salt Lake RR. Co., and St. Joseph and Grand Island Ry. Co., which were leased by Union Pacific Railroad Co., effective Jan. 1st, 1936.

Defendant's Exhibit No. 79 (Witness A.E. Callin)  
Dec. 5, 1940

UNION PACIFIC RAILROAD COMPANY (See note)

FREIGHT SERVICE OPERATING AVERAGES

Calendar Years 1922, 1924, 1926, 1928, 1930, 1932, 1934, 1936, 1938 and 1939

Item	1922	1924	1926	1928	1930	1932	1934	1936	1938	1939	Percent Increase 1939 over 1922
1. Miles of line operated in freight service .....	9,659	9,763	9,900	10,067	10,122	10,092	10,037	9,865	9,907	9,901	2.5
2. Freight train miles .....	21,648,423	21,063,965	21,078,057	22,892,906	20,962,431	15,891,618	18,740,089	22,372,693	20,104,344	22,290,163	3.0
3. Freight cars per freight train .....	38.1	45.0	50.6	52.3	53.2	50.2	50.5	49.1	51.4	50.5	32.5
4. Net tons per freight train .....	614	692	756	752	738	617	620	679	699	708	15.3
5. Average tractive power per locomotive, (lbs.) .....	39,161	43,070	45,284	47,754	50,309	50,686	52,665	53,487	54,601	54,768	39.1
6. Average capacity per freight carrying car (tons) .....	47.9	48.0	48.1	48.2	48.2	48.3	48.1	48.4	48.5	48.5	1.3
7. Freight train speed (m.p.h.) .....	13.5	14.1	14.7	15.3	16.7	18.4	20.2	20.4	21.1	21.6	60.0
8. Gross ton-miles per freight train-hour .....	19,373	23,804	28,138	30,118	33,267	33,539	37,143	39,000	42,253	43,006	122.0
9. Net ton-miles per freight train-hour .....	8,309	9,752	11,124	11,534	12,327	11,378	12,556	13,769	14,687	15,210	83.1
10. Gross ton-miles (exclusive of locomotives and tenders) per ton of fuel..	10,308	11,785	14,006	14,945	15,243	14,334	14,456	14,157	14,639	14,380	39.5

SOURCE: Items 1, 2, 3, 4, 7 and 8 - Reports of Freight Train Performance, Form OS-A, filed with Interstate Commerce Commission, except item 1 for years 1922 to 1934, incl., taken from Carriers records because of some mileage being operated and reported by more than one of the companies whose results are included herein.

Item 5 - Total tractive effort + total steam locomotives available for service at close of each year as reported in Schedule 417 of Annual Report to the Interstate Commerce Commission.

Item 6 - Aggregate capacity of all freight carrying cars + total number of such cars available for service at close of year, as reported in Schedule 417 of Annual Report to the Interstate Commerce Commission.

Item 9 - Net ton miles + train hours as reported on Form OS-A to Interstate Commerce Commission.

Item 10 - Gross ton miles (Cars, contents and cabooses) + equated net tons of fuel consumed as reported to Interstate Commerce Commission in years 1922 to 1934, inclusive, on Form OS-A and as reported in years 1936, 1938 and 1939 on Forms OS-A and OS-E, respectively.

Note: Figures for all years include lines or affiliated companies, viz., Oregon Short Line Railroad Co., Oregon-Washington Railroad & Navigation Co., Los Angeles & Salt Lake Railroad Co. and St. Joseph and Grand Island Ry. Co. which were leased by Union Pacific Railroad Co. effective Jan. 1, 1936. 5397

Defendant's Exhibit No. 80 (Witness A.; E. Callin)  
Dec. 5, 1940

UNION PACIFIC RAILROAD COMPANY

Statement showing number of carloads of revenue freight carried during the year 1939 for certain selected commodities, total products of agriculture and total carload traffic; also, total cars and tons by general commodity groups for carload traffic and total tons of L. C. L. and of all traffic carried, as shown in Schedule 541 of the Annual Report to the Interstate Commerce Commission.

CLASS NO. (a)	COMMODITY GROUP OR CLASS (b)	REVENUE FREIGHT ORIGINATING ON RESPONDENT'S ROAD		REVENUE FREIGHT RECEIVED FROM CONNECTING CARRIERS		TOTAL REVENUE FREIGHT CARRIED CARLOADS (g)
		TERMINATING ON LINE	DELIVERED TO CONNECTING CARRIERS CARLOADS	TERMINATING ON LINE	DELIVERED TO CONNECTING CARRIERS CARLOADS	
		(c)	(d)	(e)	(f)	
110	Oranges & grapefruit	495	3,060	1,818	8,103	13,466
111	Lemons, limes and citrus fruits N.O.S.	83	806	257	1,197	2,343
120	Apples, fresh	2,270	7,173	496	626	10,565
121	Bananas	537	206	687	97	1,529
122	Berries, fresh	-	71	103	16	190
123	Cantaloupes & melons N.O.S.	71	154	234	1,895	2,354
124	Grapes, fresh	7	71	708	13,557	14,343
125	Peaches, fresh	97	100	420	1,784	2,410
126	Watermelons	9	1	298	223	531
127	Fruits, fresh domestic, N.O.S.	591	3,302	489	9,203	13,585
128	Fruits, fresh tropical, N.O.S.	-	-	10	-	10
130	Potatoes other than sweet	5,614	37,011	1,424	2,817	46,866
140	Cabbage	75	220	161	147	605
141	Onions	716	2,864	120	680	4,180
142	Tomatoes	37	29	476	1,313	1,855
143	Vegetables, fresh, N.O.S.	273	2,922	2,348	37,302	42,843
	TOTAL	10,875	57,991	10,049	78,760	157,675
	Total Products of Agriculture	115,583	86,283	20,117	85,297	307,280
	Grand Total Carload Traffic	316,994	203,596	191,862	197,942	910,394

TOTALS BY GENERAL COMMODITY GROUPS:

load traffic and total tons of L. C. L. and of all traffic carried, as shown in Schedule 541 of the Annual Report to the Interstate Commerce Commission.

CLASS NO. (a)	COMMODITY GROUP OR CLASS (b)	REVENUE FREIGHT ORIGINATING ON RESPONDENT'S ROAD		REVENUE FREIGHT RECEIVED FROM CONNECTING CARRIERS		TOTAL REVENUE FREIGHT CARRIED CARLOADS (g)
		TERMINATING ON LINE	DELIVERED TO CONNECTING CARRIERS CARLOADS (d)	TERMINATING ON LINE	DELIVERED TO CONNECTING CARRIERS CARLOADS (f)	
		CARLOADS (c)	CARLOADS	CARLOADS	CARLOADS	
110	Oranges & grapefruit	495	3,050	1,818	8,103	13,466
111	Lemons, limes and citrus fruits N.O.S.	83	806	257	1,197	2,343
120	Apples, fresh	2,270	7,173	496	626	10,565
121	Bananas	537	208	687	97	1,529
122	Berries, fresh	-	71	103	16	190
123	Cantaloupes & melons N.O.S.	71	154	234	1,895	2,354
124	Grapes, fresh	7	71	708	13,557	14,343
125	Peaches, fresh	97	109	420	1,784	2,410
126	Watermelons	9	1	298	223	531
127	Fruits, fresh domestic, N.O.S.	591	3,302	489	9,203	13,585
128	Fruits, fresh tropical, N.O.S.	-	-	10	-	10
130	Potatoes other than sweet	5,614	37,011	1,424	2,817	46,866
140	Cabbage	75	220	181	147	603
141	Onions	716	2,864	120	480	4,180
142	Tomatoes	37	29	476	1,313	1,855
143	Vegetables, fresh, N.O.S.	273	2,922	2,348	37,302	42,845
	TOTAL	10,875	57,991	10,049	78,760	137,675
Total Products of Agriculture		115,583	86,283	20,117	85,297	307,280
Grand Total Carload Traffic		316,994	203,598	191,862	197,942	910,394
<b>TOTALS BY GENERAL COMMODITY GROUPS:</b>						
				CARS	TONS	
Group I,	Products of Agriculture (C.L.)			307,280	8,170,915	
Group II,	Animals and Products (C.L.)			94,899	1,183,626	
Group III,	Products of Mines (C.L.)			145,999	6,845,396	
Group IV,	Products of Forests (C.L.)			99,473	3,061,316	
Group V,	Manufactures and Miscellaneous (C.L.)			262,743	7,025,437	
	GRAND TOTAL, CARLOAD TRAFFIC			910,394	26,086,690	
Group VI,	L. C. L. Freight				367,045	
	GRAND TOTAL TONS, CARLOAD AND L.C.L. TRAFFIC				26,453,735	

**EXPLANATION OF SYMBOLS USED BELOW  
UNDER HEADING "AVERAGE CONSIST"**

**Defendant's Exhibit No. 81 (Witness Randall)**

Dec. 6, 1940

#### A - Perishable loads.

B - Other loads.

C - Empty cars and includes caboose.

D - Total all cars.

**ERIE RAILROAD COMPANY**

R. E. Woodruff and John A. Hadden, Trustees

TYPICAL EXAMPLES OF FREIGHT TRAINS HANDLED  
BETWEEN CERTAIN TERMINALS, AUGUST 1ST - 10TH, INCLUSIVE, 1939

LINE NO.	FROM	TO	DIS- TANCE (Miles)	RULING GRADE	70 CARS OR LESS										71 CARS TO 100 CARS										101 CARS TO 125 CARS									
					AVERAGE CONSIST.					NO. OF TRAINS	TYPE OF LOCOMOTIVE	AVERAGE CONSIST.					NO. OF TRAINS	TYPE OF LOCOMOTIVE	AVERAGE CONSIST.					NO. OF TRAINS	TYPE OF LOCOMOTIVE	AVERAGE CONSIST.								
					A	B	C	D	TONS			A	B	C	D	TONS			A	B	C	D	TONS			A	B	C	D					
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)	(u)	(v)	(w)	(x)	(y)	(z)	(aa)	(bb)	(cc)	(dd)					
1	Port Jervis, N.Y.	Croton, N.J.	91	.20	14	Berkshire	11	44	4	59	2,644	18	Berkshire	27	54	4	85	3,875	23	Berkshire	31	77	4	112	-	-	-	-	-	-				
2	Port Jervis, N.Y.	Croton, N.J.	91	.20	9	Mikado	-	27	20	47	1,616	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
3	Port Jervis, N.Y.	Croton, N.J.	91	.20	6	Pacific	4	29	4	37	1,442	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
4	Port Jervis, N.Y.	Maybrook, N.Y.	33	.20	9	Berkshire	19	33	2	54	2,433	9	Berkshire	23	54	4	81	3,576	-	-	-	-	-	-	-	-	-	-	-					
5	Croton, N.J.	Port Jervis, N.Y.	91	.95	19	Berkshire	2	52	10	64	2,308	27	Berkshire	1	28	58	87	2,577	14	Berkshire	-	-	-	-	-	-	-	-	-	-				
6	Croton, N.J.	Port Jervis, N.Y.	91	.95	7	Mikado	-	15	26	41	1,209	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
7	Croton, N.J.	Port Jervis, N.Y.	91	.95	6	Pacific	8	16	2	26	874	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
8	Maybrook, N.Y.	Port Jervis, N.Y.	33	.60	2	Berkshire	-	3	58	61	1,530	12	Berkshire	-	49	34	83	2,415	2	Berkshire	-	-	-	-	-	-	-	-	-	-				
9	Susquehanna, Pa.	Port Jervis, N.Y.	105	1.35	3	Berkshire	20	31	2	53	2,380	29	Berkshire	34	50	4	88	3,972	22	Berkshire	37	72	6	112	-	-	-	-	-	-				
10	Susquehanna, Pa.	Port Jervis, N.Y.	105	1.35	12	Pacific	3	24	4	31	1,213	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
11	Port Jervis, N.Y.	Susquehanna, Pa.	105	1.30	1	Berkshire	-	56	1	57	1,923	35	Berkshire	1	54	35	90	2,868	22	Berkshire	-	-	-	-	-	-	-	-	-	-				
12	Port Jervis, N.Y.	Susquehanna, Pa.	105	1.30	9	Pacific	5	14	5	24	765	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
13	Hornell, N.Y.	Susquehanna, Pa.	139	.20	9	Berkshire	9	49	2	60	2,516	27	Berkshire	30	52	8	90	3,865	32	Berkshire	27	69	14	112	-	-	-	-	-	-				
14	Hornell, N.Y.	Susquehanna, Pa.	139	.20	7	Mikado	-	19	6	25	1,099	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
15	Hornell, N.Y.	Susquehanna, Pa.	139	.20	9	Pacific	4	29	5	38	1,536	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
16	Susquehanna, Pa.	Hornell, N.Y.	139	.25	2	Berkshire	-	36	23	59	1,938	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
17	Susquehanna, Pa.	Hornell, N.Y.	139	.25	6	Mikado	1	28	34	63	2,100	1	Mikado	9	49	32	90	2,999	29	Berkshire	3	50	60	112	-	-	-	-	-	-				
18	Susquehanna, Pa.	Hornell, N.Y.	139	.25	7	Pacific	7	21	5	33	1,117	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
19	Buffalo, N.Y.	Hornell, N.Y.	90	.70	34	Mikado	13	39	6	58	2,440	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
20	Buffalo, N.Y.	Hornell, N.Y.	90	.70	2	Consolid'd'n	-	27	2	29	1,429	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
21	Buffalo, N.Y.	Hornell, N.Y.	90	.70	10	Pacific	1	24	2	27	1,203	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
22	Hornell, N.Y.	Buffalo, N.Y.	90	.55	26	Mikado	1	35	22	58	1,987	10	Mikado	1	37	44	82	2,888	2	Mikado	-	-	-	-	-	-	-	-	-	-				
23	Hornell, N.Y.	Buffalo, N.Y.	90	.55	2	Consolid'd'n	-	6	28	34	962	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
24	Hornell, N.Y.	Buffalo, N.Y.	90	.55	11	Pacific	5	14	19	38	1,197	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
25	Meadville, Pa.	Salamanca, N.Y.	106	.55	3	Berkshire	18	41	8	67	2,920	33	Berkshire	40	47	4	91	4,076	12	Berkshire	29	69	9	102	-	-	-	-	-	-				
26	Meadville, Pa.	Salamanca, N.Y.	106	.55	8	Mikado	4	22	16	42	1,457	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
27	Salamanca, N.Y.	Meadville, Pa.	102	.50	2	Berkshire	-	49	14	63	2,084	21	Berkshire	1	53	36	90	2,957	20	Berkshire	-	-	-	-	-	-	-	-	-	-				
28	Salamanca, N.Y.	Meadville, Pa.	102	.50	9	Mikado	-	12	11	23	984	1	Mikado	-	-	93	93	2,487	-	-	-	-	-	-	-	-	-	-	-					
29	Meadville, Pa.	Waterboro, N.Y.	83	.20	2	Berkshire	4	47	6	57	2,437	8	Berkshire	5	73	8	86	4,131	-	-	-	-	-	-	-	-	-	-	-					
30	Waterboro, N.Y.	Meadville, Pa.	83	.50	5	Berkshire	-	34	21	55	2,046	3	Berkshire	-	51	28	79	2,867	-	-	-	-	-	-	-	-	-	-	-					
31	Kent, Ohio	Meadville, Pa.	89	1.00	41	Berkshire	33	28	3	64	2,819	18	Berkshire	26	48	4	78	3,200	2	Berkshire	14	89	4	102	-	-	-	-	-	-				
32	Kent, Ohio	Meadville, Pa.	89	1.00	9	Mikado	-	22	16	38	1,574	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
33	Kent, Ohio	Meadville, Pa.	89	1.00	10	Berkshire	-	15	40	2,058	37	Berkshire	-	35	48	83	2,678	8	Berkshire	1	37	70	102	-	-	-	-	-	-					

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**Trustees**

HANDED  
INCLUSIVE, 1939

(8)																										
1.	Port Jervis, N.Y.	Croton, N.J.	91	.20	14	Berkshire	11	44	4	59	2,644	18	Berkshire	27	54	4	85	3,875	23	Berkshire	31					
2.	Port Jervis, N.Y.	Croton, N.J.	91	.20	9	Mikado	-	27	20	47	1,616	-	-	-	-	-	-	-	-	-	-	-	-	-		
3.	Port Jervis, N.Y.	Croton, N.J.	91	.20	6	Pacific	4	29	4	37	1,442	-	-	-	-	-	-	-	-	-	-	-	-	-		
4.	Port Jervis, N.Y.	Maybrook, N.Y.	33	.20	9	Berkshire	39	33	2	54	2,433	9	Berkshire	23	54	4	81	3,576	-	-	-	-	-	-	-	
5.	Croton, N.J.	Port Jervis, N.Y.	91	.95	19	Berkshire	2	52	10	64	2,308	27	Berkshire	1	28	58	87	2,577	14	Berkshire	-					
6.	Croton, N.J.	Port Jervis, N.Y.	91	.95	7	Mikado	-	15	26	41	1,209	-	-	-	-	-	-	-	-	-	-	-	-	-		
7.	Croton, N.J.	Port Jervis, N.Y.	91	.95	6	Pacific	8	16	2	26	874	-	-	-	-	-	-	-	-	-	-	-	-	-		
8.	Maybrook, N.Y.	Port Jervis, N.Y.	33	.60	2	Berkshire	-	3	58	61	1,530	12	Berkshire	-	49	34	83	2,415	2	Berkshire	-					
9.	Susquehanna, Pa.	Port Jervis, N.Y.	105	1.35	3	Berkshire	20	31	2	53	2,380	29	Berkshire	34	50	4	88	3,972	22	Berkshire	37					
10.	Susquehanna, Pa.	Port Jervis, N.Y.	105	1.35	12	Pacific	3	24	4	31	1,213	-	-	-	-	-	-	-	-	-	-	-	-	-		
11.	Port Jervis, N.Y.	Susquehanna, Pa.	105	1.30	1	Berkshire	-	56	1	57	1,923	35	Berkshire	1	54	35	90	2,868	22	Berkshire	-					
12.	Port Jervis, N.Y.	Susquehanna, Pa.	105	1.30	9	Pacific	5	14	5	24	765	-	-	-	-	-	-	-	-	-	-	-	-	-		
13.	Hornell, N.Y.	Susquehanna, Pa.	139	.20	9	Berkshire	9	49	2	60	2,516	27	Berkshire	30	52	8	90	3,865	32	Berkshire	27					
14.	Hornell, N.Y.	Susquehanna, Pa.	139	.20	7	Mikado	-	19	6	25	1,099	-	-	-	-	-	-	-	-	-	-	-	-	-		
15.	Hornell, N.Y.	Susquehanna, Pa.	139	.20	9	Pacific	4	29	5	38	1,536	-	-	-	-	-	-	-	-	-	-	-	-	-		
16.	Susquehanna, Pa.	Hornell, N.Y.	139	.25	2	Berkshire	-	36	23	59	1,938	32	Berkshire	9	49	32	90	2,999	29	Berkshire	3					
17.	Susquehanna, Pa.	Hornell, N.Y.	139	.25	6	Mikado	1	28	34	63	2,100	1	Mikado	3	30	60	93	3,223	-	-	-	-	-	-	-	
18.	Susquehanna, Pa.	Hornell, N.Y.	139	.25	7	Pacific	7	21	5	33	1,117	-	-	-	-	-	-	-	-	-	-	-	-	-		
19.	Buffalo, N.Y.	Hornell, N.Y.	90	.70	34	Mikado	13	39	6	58	2,440	-	-	-	-	-	-	-	-	-	-	-	-	9	Mikado	
20.	Buffalo, N.Y.	Hornell, N.Y.	90	.70	2	Consolid'n	-	27	2	29	1,429	-	-	-	-	-	-	-	-	-	-	-	-	-		
21.	Buffalo, N.Y.	Hornell, N.Y.	90	.70	10	Pacific	1	24	2	27	1,203	-	-	-	-	-	-	-	-	-	-	-	-	-		
22.	Hornell, N.Y.	Buffalo, N.Y.	90	.55	26	Mikado	1	35	22	58	1,987	10	Mikado	1	37	44	82	2,888	2	Mikado	-					
23.	Hornell, N.Y.	Buffalo, N.Y.	90	.55	2	Consolid'n	-	6	28	34	962	-	-	-	-	-	-	-	-	-	-	-	-	-		
24.	Hornell, N.Y.	Buffalo, N.Y.	90	.55	11	Pacific	5	14	19	38	1,197	-	-	-	-	-	-	-	-	-	-	-	-	-		
25.	Meadville, Pa.	Salamanca, N.Y.	106	.55	3	Berkshire	18	41	8	67	2,920	33	Berkshire	40	47	4	91	4,076	12	Berkshire	29					
26.	Meadville, Pa.	Salamanca, N.Y.	106	.55	8	Mikado	4	22	16	42	1,457	-	-	-	-	-	-	-	-	-	-	-	-	1	Mikado	
27.	Salamanca, N.Y.	Meadville, Pa.	102	.50	2	Berkshire	-	49	14	63	2,084	21	Berkshire	1	53	36	90	2,957	20	Berkshire	-					
28.	Salamanca, N.Y.	Meadville, Pa.	102	.50	9	Mikado	-	12	11	23	984	1	Mikado	-	-	93	93	2,487	-	-	-	-	-	-	-	
29.	Meadville, Pa.	Waterboro, N.Y.	83	.20	2	Berkshire	4	47	6	57	2,437	-	Berkshire	5	73	8	86	4,131	-	-	-	-	-	-	-	
30.	Waterboro, N.Y.	Meadville, Pa.	83	.50	5	Berkshire	-	34	21	55	2,046	3	Berkshire	-	51	28	79	2,867	-	-	-	-	-	-	-	
31.	Kent, Ohio	Meadville, Pa.	89	1.00	41	Berkshire	33	26	3	64	2,819	18	Berkshire	26	48	4	78	3,200	2	Berkshire	14					
32.	Kent, Ohio	Meadville, Pa.	89	1.00	9	Mikado	-	22	16	38	1,574	-	-	-	-	-	-	-	-	-	-	-	-	1	Berkshire	
33.	Meadville, Pa.	Kent, Ohio	89	1.00	8	Berkshire	1	43	15	59	2,058	37	Berkshire	-	35	48	83	2,678	8	Berkshire	-					
34.	Meadville, Pa.	Kent, Ohio	89	1.00	9	Mikado	-	10	8	18	696	1	Mikado	-	4	77	81	2,306	-	-	-	-	-	-	-	
35.	Marion, Ohio	Kent, Ohio	114	.96	77	Berkshire	23	29	9	61	2,646	15	Berkshire	5	37	34	76	2,656	-	-	-	-	-	-	-	
36.	Marion, Ohio	Kent, Ohio	114	1.10	39	Berkshire	-	35	24	59	2,180	49	Berkshire	-	35	44	79	2,577	2	Berkshire	1					
37.	Kent, Ohio	Marion, Ohio	114	1.10	1	Mikado	-	41	3	44	2,242	-	-	-	-	-	-	-	-	-	-	-	-			
38.	Kent, Ohio	Creston, Ohio	35	1.10	10	Berkshire	-	23	12	35	1,634	-	-	-	-	-	-	-	-	-	-	-	-			
39.	Huntington, Ind.	Marion, Ohio	126	.30	4	Mikado	6	12	28	46	1,606	27	Mikado	36	41	10	87	3,808	14	Mikado	56					
40.	Huntington, Ind.	Marion, Ohio	126	.30	2	Pacific	12	12	27	51	1,648	1	Pacific	25	15	36	76	2,669	-	-	-	-	-	-	-	
41.	Marion, Ohio	Huntington, Ind.	126	.20	5	Mikado	-	19	39	58	2,288	20	Mikado	-	65	20	85	3,414	11	Mikado	-					
42.	Marion, Ohio	Huntington, Ind.	126	.20	3	Pacific	-	14	25	39	1,654	2	Pacific	-	10	67	77	2,422	-	-	-	-	-	-	-	
43.	Hammond, Ind.	Huntington, Ind.	122	.30	11	Mikado	22	24	8	54	2,364	23	Hammond	37	42	12	91	3,720	12	Hammond	44					
44.	Hammond, Ind.	Huntington, Ind.	122	.30	2	Consolid'n	1	13	14	28	1,017	-	-	-	-	-	-	-	-	-	-	-	-			
45.	Hammond, Ind.	Huntington, Ind.	122	.30	1	Pacific	7	15	8	30	1,238	-	-	-	-	-	-	-	-	-	-	-	-			
46.	Huntington, Ind.	Hammond, Ind.	122	.20	14	Mikado	-	45	7	52	2,082	15	Hammond	1	52	35	88	3,288	6	Hammond	-					
47.	Huntington, Ind.	Hammond, Ind.	122	.20	3	Consolid'n	1	19	5	25	1,136	-	-	-	-	-	-	-	-	-	-	-	-			
48.	Huntington, Ind.	Hammond, Ind.	122	.20	2	Pacific	-	14	10	24	1,153	-	-	-	-	-	-	-	-	-	-	-	-			
49.	TOTAL ALL TRAINS			1,314		492						474													244	
50.	PER CENT OF ALL TRAINS		</																							



2934

Defendant's Exhibit No. 82 (Witness R.C. Randall)  
Dec. 6, 1940

ERIE RAILROAD COMPANY

Robert E. Woodruff and John A. Hadden, Trustees

MAXIMUM NUMBER OF CARS HANDLED IN VARIOUS MAIN LINE PASSENGER TRAINS DURING PERIOD AUG. 1ST TO 10TH, 1939, INC.

LINE NO.	TRAIN NO.	TRAIN NAME AND ROUTE (c)	MILES (d)	MAXIMUM CARS IN TRAINS													17 & OVER (r)	TOTAL (s)
				4 (e)	5 (f)	6 (g)	7 (h)	8 (i)	9 (j)	10 (k)	11 (l)	12 (m)	13 (n)	14 (o)	15 (p)	16 (q)		
WEST																		
1	1	The Erie Limited - Jersey City to Chicago	998	-	-	-	1	4	4	1	-	-	-	-	-	-	-	10
2	5	The Lake Cities - Jersey City to Cleveland	637	-	-	-	-	-	3	5	1	1	-	-	-	-	-	10
3	7	Pacific Express - Jersey City to Chicago	998	-	-	-	-	-	1	-	-	1	1	3	3	1	-	10
4	15	The Midlander - Salamanca to Chicago	585	5	5	-	-	-	-	-	-	-	-	-	-	-	-	10
EAST																		
5	2	The Erie Limited - Chicago to Jersey City	998	-	-	-	-	1	4	3	2	-	-	-	-	-	-	10
6	6	The Lake Cities - Cleveland to Jersey City	637	-	-	-	-	-	3	3	3	-	1	-	-	-	-	10
7	8	The Atlantic Express - Chicago to Jersey C.	998	-	-	-	-	-	-	-	-	-	-	-	-	-	10	10
8	16	The Midlander - Chicago to Salamanca	585	4	6	-	-	-	-	-	-	-	-	-	-	-	-	10
TOTAL				9	11	-	1	5	15	92	6	2	2	3	3	1	10	80
PER CENT OF TOTAL				11.25	13.75	-	1.25	6.25	18.75	15.00	7.50	2.50	2.50	3.75	3.75	1.25	12.50	100%

Total trains over 14 car

14 or 17.50%

Total trains with 14 cars or under

66 or 82.50%

TOTAL TRAINS

80 or 100.00%

5400

THE PENNSYLVANIA RAILROAD

TYPICAL EXAMPLES OF FREIGHT TRAINS HANDLED  
BETWEEN CERTAIN TERMINALS, JULY 10TH - 19TH, INCLUSIVE, 1939

LINE NO.	FROM (b)	TO (c)	DIS- TANCE (Miles) (d)	HULING GRADE (e)	NO. OF TRAINS (f)	70 CARS OR LESS						NO. OF TRAINS (m)	71 CARS TO 100 CARS						101 CARS		
						AVERAGE CONSIST							AVERAGE CONSIST						NO. OF TRAINS (o)		
						A (h)	B (i)	C (j)	D (k)	TONS (l)	(m)		A (e)	B (p)	C (q)	D (r)	TONS (s)	(t)	NO. OF TRAINS (u)	TYPE OF LOCOMOTIVE (n)	
1	Altoona, Pa.	Enola, Pa.	125	0.2	28	23	36	4	63	2,489	61	22	54	10	86	3,466	56	Mountain			
2	Enola, Pa.	Altoona, Pa.	125	0.5	18	10	39	11	60	2,135	80	7	43	38	88	3,894	58	Mountain			
3	Altoona, Pa.	Harrisburg, Pa.	127	0.2	-	-	-	-	-	-	-	-	-	-	-	-	-	2	Mountain		
4	Harrisburg, Pa.	Altoona, Pa.	127	0.5	-	-	-	-	-	-	-	-	-	-	-	-	-	4	Mountain		
5	Chicago, Ill.	Pt. Wayne, Ind.	144	0.6	18	12	38	11	61	2,605	17	20	55	16	91	3,583	5	Mountain			
6	Pt. Wayne, Ind.	Chicago, Ill.	144	0.5	7	27	32	99	2,307	17	1	50	41	92	3,497	21	Mountain				
7	Pt. Wayne, Ind.	Greatline, Ohio	129	0.6	9	10	34	12	56	2,443	39	13	55	18	86	3,480	5	Mountain			
8	Pt. Wayne, Ind.	Greatline, Ohio	129	0.6	2	2	38	16	56	2,768	-	-	-	-	-	-	-	5	Mountain		
9	Pt. Wayne, Ind.	Pt. Wayne, Ind.	129	0.4	5	-	35	17	52	2,707	9	52	34	86	3,739	31	Mountain				
10	Leggettport, Ind.	Pt. Wayne, Ind.	81	1.0	5	1	52	7	60	2,839	4	3	55	25	81	3,437	-	-	-		
11	Pt. Wayne, Ind.	Leggettport, Ind.	81	0.7	9	1	13	18	32	998	-	-	-	-	-	-	-	-	-		
12	Pitcairn, Pa.	Columbus, Ohio	205	1.0	17	-	39	21	60	2,558	39	1	38	45	84	3,022	23	Mountain			
13	Pitcairn, Pa.	Columbus, Ohio	205	1.0	2	-	44	1	45	4,169	-	-	-	-	-	-	-	-	-		
14	Columbus, Ohio	Pitcairn, Pa.	205	1.0	35	30	26	7	63	2,712	51	37	32	10	79	3,212	3	Mountain			
15	Columbus, Ohio	Pitcairn, Pa.	205	1.0	-	-	-	-	-	-	-	-	-	-	-	-	1	Decapod			
16	Dennison, Ohio	Columbus, Ohio	98	1.0	4	-	50	16	66	2,838	5	-	59	22	81	3,293	-	-	-		
17	Columbus, Ohio	Dennison, Ohio	98	1.0	2	-	24	38	62	2,045	4	-	41	46	87	3,127	3	Decapod			
18	Dennison, Ohio	Pitcairn, Pa.	110	1.0	-	-	-	-	-	-	4	1	54	39	94	3,513	4	Decapod			
19	Pitcairn, Pa.	Dennison, Ohio	107	1.0	-	-	-	-	-	-	2	-	13	74	87	2,696	-	-	-		
20	Weirton, W. Va.	Columbus, Ohio	150	1.0	1	-	45	1	46	4,316	-	-	-	-	-	-	-	-	-		
21	Weirton, W. Va.	Columbus, Ohio	150	1.0	3	-	44	14	58	3,903	7	1	48	26	75	3,722	1	Mountain			
22	Columbus, Ohio	Weirton, W. Va.	150	1.0	1	2	32	26	60	3,388	-	-	-	-	-	-	1	Decapod			
23	Pitcairn, Pa.	Washington, Pa.	44	0.8	7	-	37	17	54	2,742	2	-	52	32	84	5,405	-	-	-		
24	Washington, Pa.	Pitcairn, Pa.	44	0.9	5	-	40	19	59	2,837	4	-	49	23	72	3,572	-	-	-		
25	Dennison, Ohio	Zanesville, Ohio	62	0.6	5	-	26	33	59	2,130	4	-	7	62	85	2,679	-	-	-		
26	Zanesville, Ohio	Circleville, Ohio	65	1.0	8	-	13	22	35	1,276	-	-	-	-	-	-	-	-	-		
27	Circleville, Ohio	Zanesville, Ohio	65	1.0	9	-	29	15	44	2,072	-	-	-	-	-	-	-	-	-		
28	Zanesville, Ohio	Dennison, Ohio	62	0.7	8	-	30	14	52	2,211	1	-	49	22	71	3,040	-	-	-		
29	Benwood, W. Va.	Mingo Jct., Ohio	24	0.9	7	-	49	14	63	2,599	2	-	62	11	73	3,058	-	-	-		
30	Mingo Jct., Ohio	Pitcairn, Pa.	58	1.0	3	-	33	16	49	2,098	2	-	74	7	82	3,419	5	Decapod			
31	Pitcairn, Pa.	Weirton, W. Va.	53	1.0	6	3	43	12	58	2,687	4	-	53	32	86	3,665	-	-	-		
32	Weirton, W. Va.	Benwood, W. Va.	27	0.4	6	-	33	22	55	2,092	2	-	50	33	83	3,340	1	Decapod			

INCLUDED  
EXCLUSIVE, 1939

NO.	101 CARS TO 125 CARS										126 CARS AND OVER										MAXIMUM CARS PER TRAIN (Ma)	
	NO. OF TONS		TYPE OF LOCOMOTIVE	AVERAGE CONSIST					NO. OF TONS		TYPE OF LOCOMOTIVE	AVERAGE CONSIST					TONS					
	(s)	(t)		(v)	(w)	(x)	(y)	(z)	(aa)	(bb)		(cc)	(dd)	(ee)	(ff)	(gg)	(gg)		(gg)			
3,466	58	Mountain	9	95	11	115	6,409	23	Mountain	3	117	6	126	8,522	126	126	126	126	126	126	126	
3,094	58	Mountain	1	21	93	115	2,973	36	Mountain	-	1	125	126	2,725	126	126	126	126	126	126	126	126
-	2	Mountain	-	100	23	123	7,483	6	Mountain	-	114	12	126	8,537	126	126	126	126	126	126	126	126
-	4	Mountain	-	1	120	121	2,781	2	Mountain	-	-	126	126	2,626	126	126	126	126	126	126	126	126
3,583	5	Mountain	11	90	22	123	5,054	-	Mountain	-	-	-	-	-	-	-	-	-	-	125	125	125
3,497	21	Mountain	2	58	52	112	3,982	3	Mountain	-	32	95	127	4,088	129	129	129	129	129	129	129	129
3,480	5	Mountain	13	38	60	111	3,480	-	-	-	-	-	-	-	-	-	-	-	-	125	125	125
-	-	Mountain	2	58	53	113	4,048	3	Mountain	2	68	58	128	4,381	129	129	129	129	129	129	129	129
3,437	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	93	93
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	49
3,022	23	Mountain	1	27	80	109	3,310	-	-	-	-	-	-	-	-	-	-	-	-	-	123	123
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45	45
3,212	3	Mountain	45	46	12	103	3,970	-	-	-	-	-	-	-	-	-	-	-	-	-	104	104
-	1	Decapod	-	-	114	114	2,571	-	-	-	-	-	-	-	-	-	-	-	-	-	114	114
3,293	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	89	89
3,127	3	Decapod	1	47	60	108	3,780	-	-	-	-	-	-	-	-	-	-	-	-	-	114	114
3,513	4	Decapod	-	63	43	106	3,952	-	-	-	-	-	-	-	-	-	-	-	-	-	115	115
2,696	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	95	95
-	-	Mountain	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	46
3,722	1	Decapod	-	34	71	105	3,206	-	-	-	-	-	-	-	-	-	-	-	-	-	105	105
-	1	-	-	-	117	117	3,425	-	-	-	-	-	-	-	-	-	-	-	-	-	117	117
5,405	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	88	88
3,572	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	73	73
2,679	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	93	93
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	42
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	51
3,040	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	71	71
3,058	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75	75
3,419	5	Decapod	-	98	7	105	4,682	-	-	-	-	-	-	-	-	-	-	-	-	-	114	114
3,665	-	-	Decapod	-	50	60	110	3,792	-	-	-	-	-	-	-	-	-	-	-	-	96	96
3,340	1	Decapod	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	110	110

**TYPICAL EXAMPLES OF FREIGHT TRAINS HANDLED  
CERTAIN TERMINALS, JULY 10TH - 19TH, INCLUSIVE, 1939**

Defendant's Exhibit No. 84 (Witness W.R. Triem)  
Dec. 6, 1940

PENNSYLVANIA RAILROAD COMPANY

MAXIMUM NUMBER OF CARS HANDLED  
IN VARIOUS MAIN LINE PASSENGER TRAINS  
JULY 10TH TO 19TH, INC. 1939

(Sheet 2 of 2 sheets)

TRAIN	NEW YORK - PITTSBURGH ROUTE	MILES	5 [a]	6 [b]	7 [c]	8 [d]	9 [e]	10 [f]	11 [g]	12 [h]	13 [i]	14 [j]	15 [k]	16 [l]	17 & OVER [m]	TOTAL [n]	
<b>WEST</b>																	
39	The Cleveland-Akronite	434.3								2	2	2	1	3		10	
37	Iron City Express	434.3							1	3	3	3				10	
61	The Pittsburgher	434.3						1	4	4	1					10	
25	The Metropolitan	434.3							1				4	3	3	10	
75	The Duquesne	434.3								4	3	2				10	
41	Cincinnati, Ltd.	434.3						1	7	1	2					10	
69	The Red Arrow	434.3							1	2	6	3				10	
<b>EAST</b>																	
68	The Red Arrow	434.3							2	4	5	1				10	
72	The Juniata	434.3						2	3	3	1	1				10	
18	Chicago Mail	434.3								1	1	1	2	3		10	
60	The Pittsburgher	434.3							6	3			1			10	
38	The Cleveland-Akronite	434.3						1	1	4	1					10	
40	Cincinnati Ltd.	434.3							2	2	3	2		1		10	
TOTAL								1	6	8	35	22	18	23	12	5	130
PER CENT OF TOTAL			6.77	4.61	3.15	26.92	16.98	15.68	17.69	9.24	3.84						
TOTAL TRAINS OVER 14 CARS																	
40 or 36.7%																	
TOTAL TRAINS 14 CARS OR UNDER																	
90 or 89.2%																	
TOTAL TRAINS																	
130 or 100.0%																	

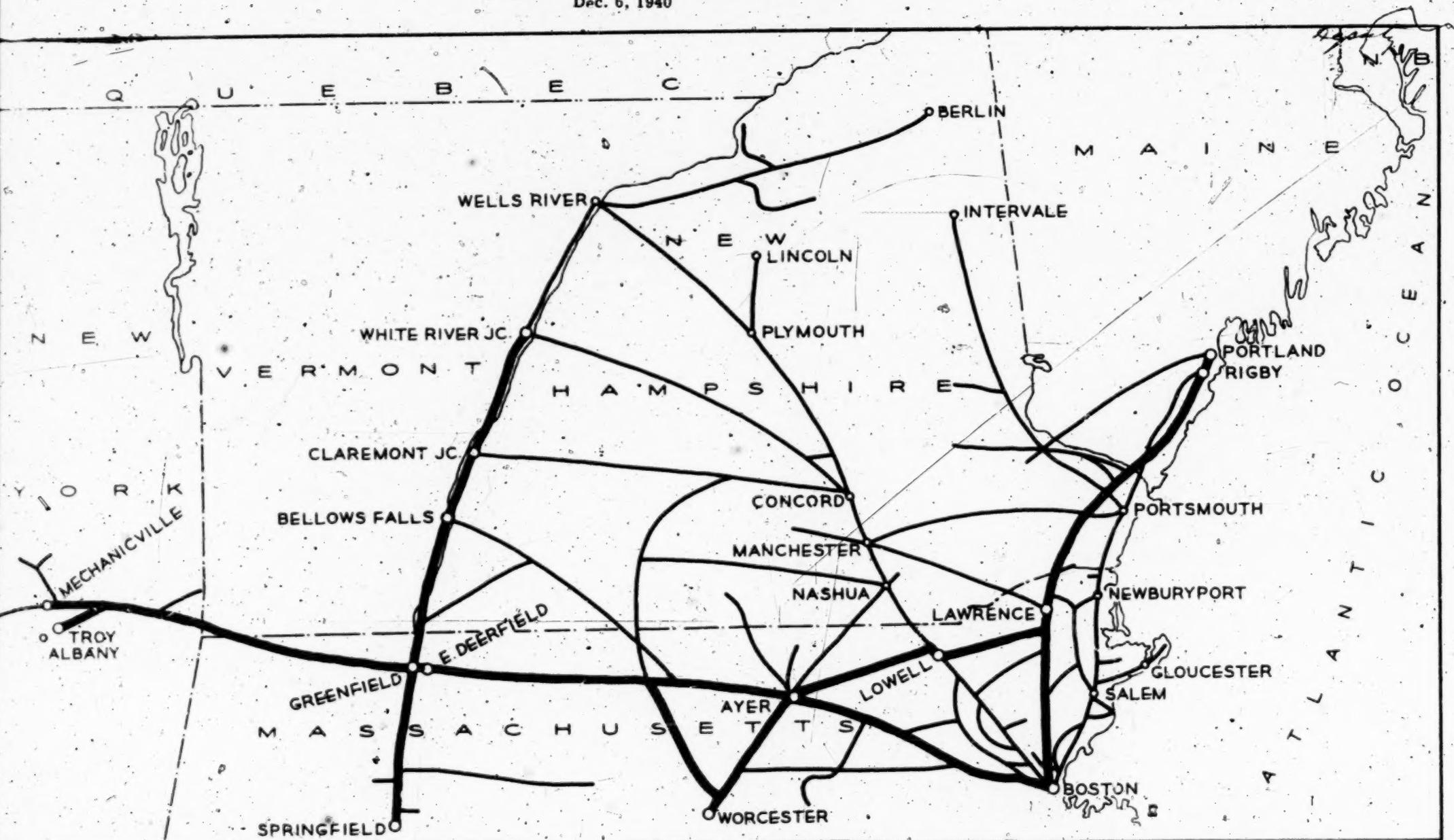
TRAIN	NEW YORK - CHICAGO ROUTE	MILES	5 [a]	6 [b]	7 [c]	8 [d]	9 [e]	10 [f]	11 [g]	12 [h]	13 [i]	14 [j]	15 [k]	16 [l]	17 & OVER [m]	TOTAL [n]
<b>WEST</b>																
8	Pennsylvania Ltd.	902.7						1	3	1	1	3	1			10
49	The General	902.7								6	3		1			10
29	Broadway Ltd.	902.7			5	4	1									10
23	Manhattan Ltd.	902.7					1	1	2	3	2		1			10
79	The Golden Arrow	902.7									6	3	2			10
<b>EAST</b>																
52	The New Yorker	902.7								2	2	6				10
22	Manhattan Ltd.	902.7							4	3	3					10
78	The Golden Arrow	902.7			2	1	6					1				10
28	Broadway Ltd.	902.7				1			1	2			2	6		10
42	The General	902.7							1				2			10
42	The Rainbow	902.7						2	5	2			1			10
2	Pennsylvania Ltd.	902.7					2	2	4			2	7			10
54	Gotham Ltd.	902.7								1	3	3	5			10
TOTAL					16	8	6	13	16	16	13	23	16	5		130
PER CENT OF TOTAL			10.77	6.45	3.15	10.00	10.77	12.31	10.00	17.69	12.31	3.86				
TOTAL TRAINS OVER 14 CARS																
44 or 33.8%																
TOTAL TRAINS 14 CARS OR UNDER																
86 or 66.1%																
TOTAL TRAINS																
130 or 100.0%																

TRAIN	NEW YORK - ST.LOUIS ROUTE	MILES	5 [a]	6 [b]	7 [c]	8 [d]	9 [e]	10 [f]	11 [g]	12 [h]	13 [i]	14 [j]	15 [k]	16 [l]	17 & OVER [m]	TOTAL [n]
<b>WEST</b>																
31	Spirit of St.Louis	1045.8							1		1	1	2	5		10
25	The St.Louisian	1045.8								2	4	2	1	1		10
47	The American	1045.8							1		5	1	2	1		10
11	St.Louis Mail	1045.8							1	1	1	1	1	6		10
15	Mail Southwestern	1045.8						1		1	1	4	2	1		10
<b>EAST</b>																
66	The American	1045.8							1		6	2	1			10
50	Spirit of St.Louis	1045.8							7	2			1			10
32	The St.Louisian	1045.8							3	2	1	2	2			10
TOTAL									1	10	6	2	17	12	15	80
PER CENT OF TOTAL			1.25	12.50	7.50	2.50	21.25	16.25	17.50	16.75	12.50	2.50				
TOTAL TRAINS OVER 14 CARS																
31 or 33.7%																
TOTAL TRAINS 14 CARS OR UNDER																
49 or 61.2%																
TOTAL TRAINS																
80 or 100.0%																

## CAPITULATION

	TOTAL TRAINS	TOTAL OVER 14	PERCENT OF TOTAL
NEW YORK - WASHINGTON	480	90	21.63
NEW YORK - PITTSBURGH	130	40	30.77
NEW YORK - CHICAGO	130	44	33.88
NEW YORK - ST.LOUIS	80	31	38.75
TOTAL	730	205	27.01

Defendant's Exhibit No. 85 (Witness Hammond)  
Dec. 6, 1940



BOSTON AND MAINE RAILROAD COMPANY  
HEAVY LINE INDICATES TERRITORY COVERED  
BY TYPICAL FREIGHT TRAIN EXHIBIT.

BOSTON AND MAINE RAILROAD

FREIGHT OPERATING AND  
FREIGHT TRANSPORTATION EXPENSES  
RELATED TO TRAFFIC  
YEARS 1922 TO 1939, INCLUSIVE

YEAR (a)	REVENUE TON MILES (b)	FREIGHT OPERATING EXPENSES (c)	FREIGHT TRANSPORTATION EXPENSES (d)	AVERAGES PER 1000 REVENUE TON MILES	
				FREIGHT OPERATING EXPENSES (e)	FREIGHT TRANS.P. EXPENSES (f)
1939	2,248,167,004	\$ 20,478,844	\$ 10,976,390	\$ 9.11	\$ 4.88
1938	1,941,727,367	20,116,440	10,324,831	10.36	5.32
1937	2,278,976,148	21,744,434	11,182,786	9.54	4.91
1936	2,257,601,824	22,926,780	11,678,140	10.16	5.17
1935	2,041,652,035	19,613,918	10,673,357	9.61	5.23
1934	1,976,103,728	18,702,025	10,327,257	9.46	5.23
1933	1,840,285,410	18,093,077	9,525,752	9.83	5.18
1932	1,811,073,717	18,918,706	9,997,869	10.44	5.52
1931	2,273,290,701	24,834,750	13,014,408	10.92	5.72
1930	2,656,890,844	30,815,928	15,437,020	11.56	5.79
1929	2,993,421,378	37,581,859	16,832,342	12.55	5.62
1928	2,893,844,169	36,404,720	17,499,919	12.58	6.03
1927	2,856,589,535	38,647,005	18,465,119	13.53	6.46
1926	3,037,191,609	38,513,842	19,692,065	12.68	6.48
1925	2,955,885,209	38,606,852	19,990,877	13.06	6.76
1924	2,744,213,671	38,078,829	20,203,040	13.88	7.36
1923	3,103,817,227	46,526,233	25,602,310	14.99	8.25
1922	2,689,914,716	40,750,097	21,995,616	15.15	8.18
<b>TOTAL 1936- 1939</b>	<b>8,726,492,343</b>	<b>85,266,498</b>	<b>44,162,147</b>	<b>9.77</b>	<b>5.06</b>
<b>TOTAL 1922- 1925</b>	<b>11,493,830,823</b>	<b>163,962,011</b>	<b>87,791,843</b>	<b>14.27</b>	<b>7.64</b>

YEAR	REVENUE TON MILES (b)	FREIGHT OPERATING EXPENSES (c)	FREIGHT TRANSPORTATION EXPENSES (d)	AVERAGES PER 1000 REVENUE TON MILES	
				FREIGHT OPERATING EXPENSES (e)	FREIGHT TRANSP. EXPENSES (f)
1939	2,248,167,004	\$ 20,478,844	\$ 10,976,390	\$ 9.11	\$ 4.88
1938	1,941,727,367	20,116,440	10,324,831	10.36	5.32
1937	2,278,996,148	21,744,434	11,182,786	9.54	4.91
1936	2,257,601,824	22,926,780	11,678,140	10.16	5.17
1935	2,041,652,035	19,613,918	10,673,357	9.61	5.23
1934	1,976,103,728	18,702,025	10,327,257	9.46	5.23
1933	1,840,285,410	18,093,077	9,525,752	9.83	5.18
1932	1,812,073,717	18,918,706	9,997,869	10.44	5.52
1931	2,273,290,701	24,834,750	13,014,408	10.92	5.72
1930	2,666,890,844	30,815,928	15,437,020	11.56	5.79
1929	2,993,421,378	37,581,859	16,832,342	12.55	5.62
1928	2,893,844,169	36,404,720	17,459,919	12.58	6.03
1927	2,856,589,535	38,647,005	18,465,119	13.53	6.46
1926	3,037,191,609	38,513,842	19,692,065	12.68	6.48
1925	2,955,885,209	38,606,852	19,990,877	13.06	6.76
1924	2,744,213,671	38,078,829	20,203,040	13.88	7.36
1923	3,103,817,227	46,526,233	25,602,310	14.99	8.25
1922	2,689,914,716	40,750,097	21,995,616	15.15	8.18
TOTAL 1936- 1939	8,726,492,343	85,266,498	44,162,147	9.77	5.06
TOTAL 1922- 1925	11,493,830,823	163,962,011	87,791,843	14.27	7.64
PER CENT OF IMPROVEMENT 4 YEARS 1936 - 1939 COMPARED WITH 4 YEARS 1922 - 1925				31.5	33.8

SOURCE - Annual Reports to Interstate Commerce  
Commission

29-11

## Defendant's Exhibit No. 87 (Witness Hammond)

Dec. 6, 1940

## BOSTON AND MAINE

FREIGHT SERVICE OPERATING AVERAGES  
CALENDAR YEARS 1922, 1924, 1926, 1928, 1930, 1932, 1934, 1936, 1938 AND 1939

ITEM NO. (b)	ITEM (b)	1922 (c)	1924 (d)	1926 (e)	1928 (f)	1930 (g)	1932 (h)	1934 (i)	1936 (j)	1938 (k)	1939 (l)	PERCENT INCREASE 1939 OVER 1922 (n)
		(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(n)
1.	Miles of line operated in freight service,.....	2,455.03	2,445.60	2,186.98	2,073.74	2,066.15	2,062.20	2,024.39	1,964.56	1,939.00	1,916.00	22.0 Dec.
2.	Freight train miles,.....	6,546,675	6,223,611	5,836,074	4,977,742	4,206,221	3,098,480	3,142,554	3,308,843	2,962,016	3,253,683	50.3 Dec.
3.	Freight cars per freight train,.....	31.3	34.3	38.4	45.1	49.7	48.2	50.3	50.1	49.2	51.1	63.3 Inc.
4.	Net tons per freight train,.....	444	486	544	613	671	608	682	721	697	733	65.1 Inc.
5.	Average tractive power per locomotive (pounds),.....	28,225	29,135	30,424	33,278	34,004	34,188	34,407	36,626	37,584	38,072	34.9 Inc.
6.	Average capacity per freight carrying car (tons),.....	33.7	34.4	34.7	35.7	37.6	40.8	40.9	43.0	44.5	47.1	39.8 Inc.
7.	Freight train speed (miles per hour),.....	10.2	10.6	10.6	11.8	12.4	13.6	13.8	13.2	13.6	13.8	35.3 Inc.
8.	Gross ton-miles per freight train-hour,.....	11,100	12,575	14,159	18,534	21,993	23,031	25,259	25,070	25,536	27,186	144.9 Inc.
9.	Net ton-miles per freight train-hour,.....	4,542	5,150	5,771	7,226	8,353	8,268	9,390	9,460	9,427	10,110	122.6 Inc.
10.	Gross ton-miles (exclusive of locomotives and tenders) per ton of fuel,.....	10,016	11,178	12,439	14,525	15,926	15,944	16,067	16,223	17,319	17,552	75.2 Inc.

SOURCE: Items 1, 2, 3, 4, 7 and 8 - Reports of Freight Train Performance, Form OS-4, filed with Interstate Commerce Commission.

Item 5 - Total tractive effort ÷ total steam locomotives available for service at close of each year as reported in Schedule 417 of Annual Report to the Interstate Commerce Commission.

Item 6 - Aggregate capacity of all freight carrying cars ÷ total number of such cars available for service at close of year, as reported in Schedule 417 of Annual Report to the Interstate Commerce Commission.

Item 9 - Net ton miles ÷ train hours as reported on Form OS-4 to Interstate Commerce Commission.

Item 10 - Gross ton miles (cars, contents and cabooses) ÷ equated net tons of fuel consumed as reported to Interstate Commerce Commission in years 1922 to 1934, inclusive, on Form OS-4 and as reported in years 1936, 1938 and 1939 on Forms OS-4 and OS-5 respectively.

Defendant's Exhibit No. 88 (Witness Hammond)  
Dec. 10, 1940

BOSTON AND MAINE R.R.  
REVENUE FREIGHT CARRIED DURING YEAR 1939

CLASS NO.	COMMODITY GROUP OR CLASS (b)	REVENUE FREIGHT ORIGINATING ON RESPONDENT'S ROAD		REVENUE FREIGHT RECEIVED FROM CONNECTING CARRIERS		TOTAL REVENUE FREIGHT CARRIED CARLOADS (e)
		TERMINATING DELIVERED TO ON LINE	CONNECTING CARRIERS CARLOADS	TERMINATING DELIVERED TO ON LINE	CONNECTING CARRIERS CARLOADS	
(c)	(d)	(e)	(f)	(g)	(h)	(i)
Products of Agriculture						
110	Oranges & Grapefruit	11	110	3,640	134	3,885
111	Lemons, Limes and Citrus Fruits, N.O.S.	3	3	625	1	631
120	Apples, fresh	76	82	670	26	840
121	Bananas	261	265	1	9	1,084
122	Berries, fresh	-	4	65	3	93
123	Cantaloupes and Melons, N.O.S.	1	-	175	5	181
124	Grapes, fresh	-	1	1,761	10	1,781
125	Peaches, fresh	-	-	220	2	220
126	Watermelons	-	-	253	38	361
127	Fruits, fresh, domestic N.O.S.	-	-	781	38	849
128	Fruits, fresh, tropical N.O.S.	-	-	40	3	43
130	Potatoes other than sweet	171	1	11,055	25,980	36,917
140	Cabbage	-	-	259	14	273
141	Cucumbers	73	76	507	200	945
143	Tomatoes	2	1	69	5	77
145	Vegetables, fresh N.O.S.	5	3	1,451	106	1,555

Total classes

CLASS NO. (a)	COMMODITY GROUP OR CLASS (b)	REVENUE FREIGHT ORIGINATING ON RESPONDENT'S ROAD TERMINATING DELIVERED TO		REVENUE FREIGHT RECEIVED FROM COMPETING CARRIERS TERMINATING DELIVERED TO		TOTAL REVENUE FREIGHT CARRIED CARLOADS (g)
		ON LINE CARLOADS (c)	CONNECTING CARRIERS CARLOADS (d)	ON LINE CARLOADS (e)	CONNECTING CARRIERS CARLOADS (f)	
Products of Agriculture						
110	Oranges & Grapefruit	11	110	3,640	124	3,865
111	Lemons, Limes and Citrus Fruits, N.O.S.	3	3	625	1	631
120	Apples, fresh	76	21	670	24	840
121	Bananas	891	683	1	9	1,584
122	Berries, fresh	-	4	85	5	92
123	Cantaloupes and Melons, N.O.S.	1	-	175	5	181
124	Grapes, fresh	-	1	1,761	19	1,781
125	Peaches, fresh	-	-	228	3	230
126	Watermelons	-	-	252	52	264
127	Fruits, fresh, domestic N.O.S.	-	-	761	88	849
128	Fruits, fresh, tropical N.O.S.	-	-	40	3	43
130	Potatoes other than sweet	171	1	11,885	23,890	35,317
140	Cabbage	-	-	269	14	273
141	Onions	75	75	507	200	945
142	Tomatoes	8	1	69	5	74
143	Vegetables, fresh N.O.S.	5	3	1,451	106	1,555
Total classes						
110 to 143, Inc.		1,832	962	22,478	26,525	49,197
Total Products of Agriculture						
		1,832	962	66,085	43,588	113,587
Grand Total, Carried Traffic						
		66,495	78,756	307,767	127,455	580,674
						5407

10  
11  
12



No.	To	Distance (Miles)	Ten Day Period Studied Sept. 1939	Building Grade	70 CARS OR LESS						71 CARS TO 100 CARS						101 CARS TO 125 CARS						126 CARS AND OVER									
					AVERAGE CONSIST						AVERAGE CONSIST						AVERAGE CONSIST						AVERAGE CONSIST									
					No. of Trains	Type of Locomotive	A	B	C	D	Tons	No. of Trains	Type of Locomotive	A	B	C	D	Tons	No. of Trains	Type of Locomotive	A	B	C	D	Tons	No. of Trains	Type of Locomotive	A	B	C	D	Tons
1	Mechanicville, N.Y.	157	17th-26th	1.23	12	Mountain	-	41	19	60	1,923	9	Mountain	1	35	39	75	2,311	2	Mountain	-	19	95	114	3,245	-	-	-	-	-	116	
2	Boston, Mass.	157	17th-26th	1.23	1	2-8-4	-	11	51	63	1,300	8	2-8-4	-	19	61	80	2,426	5	2-8-4	-	27	83	110	3,086	-	-	-	-	-	123	
3	Boston, Mass.	157	17th-26th	1.23	-	-	-	-	-	-	-	2	2-10-2	4	40	41	85	3,178	2	2-10-2	-	9	103	112	3,257	-	-	-	-	-	55	
4	Boston, Mass.	190	17th-26th	1.23	1	2-8-4	-	18	37	55	1,612	5	2-10-2	-	24	68	92	2,905	1	2-10-2	-	28	74	102	3,166	-	-	-	-	-	102	
5	Boston, Mass.	190	17th-26th	1.23	1	2-10-2	-	15	36	52	1,510	5	2-10-2	-	24	68	92	2,905	1	2-10-2	-	28	74	102	3,166	-	-	-	-	-	109	
6	Mechanicville, N.Y.	188	17th-26th	1.17	-	-	-	-	-	-	-	18	Mountain	24	58	1	83	4,050	5	Mountain	13	86	8	107	4,699	-	-	-	-	-	59	
7	Mechanicville, N.Y.	188	17th-26th	1.17	-	-	-	-	-	-	-	16	2-8-4	23	58	2	83	3,994	2	2-8-4	12	94	3	109	5,613	-	-	-	-	-	111	
8	Mechanicville, N.Y.	188	17th-26th	1.17	-	-	-	-	-	-	-	13	2-10-2	7	74	1	82	4,124	2	2-10-2	-	120	2	122	6,452	-	-	-	-	-	122	
9	Mechanicville, N.Y.	271	17th-26th	1.17	-	-	-	-	-	-	-	10	Mountain	12	67	5	84	3,711	-	Mountain	8	98	1	107	4,206	-	-	-	-	-	107	
10	Mechanicville, N.Y.	183	17th-26th	1.17	-	-	-	-	-	-	-	1	Mountain	5	80	1	86	3,481	1	Mountain	-	-	-	-	-	-	-	-	-	-	85	
11	Mechanicville, N.Y.	183	17th-26th	1.17	-	-	-	-	-	-	-	4	2-8-4	26	69	1	86	3,902	1	2-8-4	10	95	8	113	4,638	-	-	-	-	-	73	
12	Mechanicville, N.Y.	183	17th-26th	1.17	-	-	-	-	-	-	-	2	2-10-2	9	75	1	85	3,480	-	-	-	-	-	-	-	-	-	-	-	74		
13	Mechanicville, N.Y.	150	17th-26th	1.17	2	2-8-4	3	63	1	67	3,871	1	2-8-4	1	70	2	73	3,859	-	-	-	-	-	-	-	-	-	-	-	108		
14	Mechanicville, N.Y.	150	17th-26th	1.17	4	2-10-2	5	60	1	66	3,910	2	2-10-2	5	66	3	74	3,948	-	-	-	-	-	-	-	-	-	-	-	119		
15	Mechanicville, N.Y.	85	17th-26th	.64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	Mountain	-	107	1	108	6,420	-	-	-	-	-	127	
16	Mechanicville, N.Y.	85	17th-26th	.64	1	2-8-4	-	69	1	70	4,329	3	2-8-4	-	29	2	82	4,256	2	2-8-4	-	104	1	105	6,344	1	2-8-4	-	-	-	-	125
17	Mechanicville, N.Y.	85	17th-26th	.64	-	-	-	-	-	-	-	1	2-10-2	-	68	4	72	4,306	2	2-10-2	1	112	1	114	6,420	-	-	-	-	-	113	
18	E.Deerfield, Mass.	85	17th-26th	1.00	5	2-8-4	30	32	62	2,987	2	2-8-4	-	6	77	83	2,165	2,956	-	-	-	-	-	-	-	-	-	-	26			
19	E.Deerfield, Mass.	85	17th-26th	1.00	5	2-10-2	18	43	61	1,977	3	2-10-2	-	29	54	74	2,287	5	2-10-2	-	15	95	110	3,131	-	-	-	-	-	86		
20	E.Deerfield, Mass.	86	17th-26th	1.00	2	2-8-0	1	13	7	23	785	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	99			
21	E.Deerfield, Mass.	88	17th-26th	.85	-	-	-	-	-	-	-	1	2-10-2	-	54	32	86	3,466	-	-	-	-	-	-	-	-	-	-	113			
22	E.Deerfield, Mass.	103	17th-26th	1.17	-	-	-	-	-	-	-	1	2-8-4	2	69	28	99	4,016	-	-	-	-	-	-	-	-	-	-	94			
23	E.Deerfield, Mass.	103	17th-26th	1.17	-	-	-	-	-	-	-	1	2-10-2	-	54	34	98	4,092	-	-	-	-	-	-	-	-	-	-	92			
24	Rigby, Maine	270	17th-26th	1.23	-	-	-	-	-	-	-	5	Mountain	3	52	30	85	3,399	5	Mountain	3	47	56	106	3,724	-	-	-	-	-	110	
25	Mechanicville, N.Y.	182	17th-26th	1.23	-	-	-	-	-	-	-	2	Mountain	56	33	89	2,453	-	-	-	-	-	-	-	-	-	-	-	112			
26	Lawrence, Mass.	182	17th-26th	1.23	3	2-8-4	-	49	7	56	1,532	2	2-8-4	-	64	23	87	2,566	-	-	-	-	-	-	-	-	-	-	-	112		
27	Lawrence, Mass.	182	17th-26th	1.23	-	-	-	-	-	-	-	1	2-10-2	-	67	25	92	2,560	-	-	-	-	-	-	-	-	-	-	-	114		
28	Boston, Mass.	111	17th-26th	.79	-	-	-	-	-	-	-	4	Mountain	2	70	21	93	3,662	6	Mountain	3	83	17	103	4,036	-	-	-	-	-	72	
29	Boston, Mass.	111	17th-26th	.79	-	-	-	-	-	-	-	4	2-8-4	1	75	18	94	3,657	2	2-8-4	3	68	40	111	4,115	-	-	-	-	-	42	
30	Boston, Mass.	111	17th-26th	.79	-	-	-																									

Defendant's Exhibit No. 90 (Witness Hammond)  
Dec. 10, 1940

2943

BOSTON AND MAINE RAILROAD

MAXIMUM NUMBER OF CARS HANDLED  
IN PORTLAND AND FITCHBURG DIVISION PASSENGER TRAINS  
SEPTEMBER 17TH TO 26TH, INCLUSIVE, 1939

ROUTE AND TRAIN NAME (a)	MILES (d)	NUMBER OF CARS															TOTAL (r)
		5 CARS (e)	6 (f)	7 (g)	8 (h)	9 (i)	10 (j)	11 (k)	12 (l)	13 (m)	14 (n)	15 (o)	16 (p)	17 AND OVER (q)	TOTAL (r)		
<u>BOSTON-PORTLAND (EAST)</u>																	
-	115	-	-	-	2	-	-	-	-	-	-	-	-	-	3	2	
-	115	-	-	-	5	2	4	-	2	-	-	-	-	-	8	8	
-	115	2	-	2	4	-	-	-	-	-	-	-	-	-	8	8	
Montebebe Limited	115	-	1	-	1	-	-	-	-	-	-	-	-	-	2	2	
-	115	1	6	1	-	-	-	-	-	-	-	-	-	-	8	8	
Pine Tree Limited	115	1	3	2	2	1	1	-	-	-	-	-	-	-	10	10	
-	115	1	3	1	1	-	-	-	-	-	-	-	-	-	8	8	
-	115	2	-	7	-	-	-	-	-	-	-	-	-	-	8	8	
Gull	115	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	
-	115	-	-	1	2	4	3	-	-	-	5	4	-	-	9	9	
TOTAL	10	13	14	16	8	4	1	-	-	5	4	-	-	-	75	75	
<u>PORTLAND-BOSTON (WEST)</u>																	
Gull	115	-	-	-	-	-	-	-	-	-	-	-	-	-	8	8	
-	115	3	-	-	-	-	-	-	-	-	-	-	-	-	8	8	
Pine Tree Limited	115	2	-	-	-	-	-	-	-	-	-	-	-	-	2	2	
-	115	2	-	-	3	4	-	-	-	-	-	-	-	-	10	10	
Montebebe Limited	115	7	1	-	-	2	-	5	-	1	-	-	-	-	8	8	
-	115	1	-	-	2	-	5	-	1	-	-	-	-	-	2	2	
-	115	-	2	1	4	1	1	-	-	1	-	-	-	-	8	8	
-	115	-	5	2	1	1	-	-	-	-	-	-	-	-	10	10	
-	115	8	-	1	-	-	-	-	-	-	-	-	-	-	9	9	
TOTAL	26	6	5	9	6	10	1	3	4	4	4	1	-	-	75	75	
<u>BOSTON-TROY (WEST)</u>																	
-	190	-	-	-	1	1	6	-	-	-	-	-	-	-	8	8	
-	190	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	
-	190	8	-	-	-	-	-	-	-	-	-	-	-	-	8	8	
-	190	2	-	-	-	-	-	-	-	-	-	-	-	-	2	2	
Montebebe	190	7	-	-	1	2	-	-	-	-	-	-	-	-	8	8	
-	190	2	-	1	4	2	-	1	-	-	-	-	-	-	10	10	
-	190	2	-	-	-	-	-	-	-	-	-	-	-	-	8	8	
-	190	1	-	1	-	-	-	-	-	-	-	-	-	-	2	2	
TOTAL	19	1	3	7	3	6	1	-	-	-	-	-	-	-	8	8	
<u>TROY-BOSTON (EAST)</u>																	
-	190	-	-	-	4	2	1	1	-	-	-	-	-	-	8	8	
-	190	4	1	1	2	-	-	1	3	3	1	1	2	-	8	8	
-	190	1	-	-	-	-	-	-	-	-	-	-	-	-	8	8	
-	190	-	-	-	-	-	-	-	-	-	-	-	-	-	8	8	
Montebebe	190	1	4	5	-	-	-	-	-	-	-	-	-	-	10	10	
-	190	1	-	1	1	-	-	-	-	-	-	-	-	-	2	2	
-	190	2	-	-	-	-	-	-	-	-	-	-	-	-	2	2	
-	190	1	-	-	-	-	-	-	-	-	-	-	-	-	2	2	
TOTAL	7	5	7	6	3	2	4	3	1	1	5	3	3	-	48	48	

	RECAPITULATION		
	TOTAL TRAINS	OVER 14	PERCENT. OF TOTAL
Boston-Portland	150	5	3.3
Boston-Troy	96	17	17.7
Springfield-White River Jct.	110	-	-
Worcester-Portland	27	2	7.4
TOTAL	383	24	6.3

5409

ROUTE AND TRAIN NAME (a)	SILENCE NO. (b)	ROUTE AND TRAIN NAME (c)	MILES (d)	NUMBER OF CARS															TOTAL (r)
				5 CARS (e)	6 (f)	7 (g)	8 (h)	9 (i)	10 (j)	11 (k)	12 (l)	13 (m)	14 (n)	15 (o)	16 (p)	17 AND OVER (q)	TOTAL (r)		
<u>SPRINGFIELD-WHITE RIVER JCT. (NORTH)</u>																			
43	733	Montrealer	120	-	7	1	1	1	-	-	-	-	-	-	-	-	-	10	
44	703	-	120	-	-	1	5	1	1	-	-	-	-	-	-	-	-	6	
45	73	Dartmouth	120	-	3	3	-	-	-	-	-	-	-	-	-	-	-	8	
46	77	-	120	-	-	1	-	-	-	-	-	-	-	-	-	-	-	2	
47	717	-	120	4	1	3	-	-	-	-	-	-	-	-	-	-	-	2	
48	79	Connecticut Yankee	123	-	-	1	-	3	1	1	1	-	-	-	-	-	-	6	
49	7051	-	123	-	1	-	-	-	-	-	-	-	-	-	-	-	-	2	
50	7055	-	123	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	
51	7059	-	123	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	
52		TOTAL	14	9	7	5	8	4	4	1	2	-	-	-	-	-	-	54	
<u>WHITE RIVER JCT.-SPRINGFIELD (SOUTH)</u>																			
53	732	Washingtonian	123	-	7	1	1	1	-	-	-	-	-	-	-	-	-	10	
54	78	-	123	-	4	1	1	1	-	-	-	-	-	-	-	-	-	6	
55	72	Dartmouth	123	-	-	3	3	-	-	-	-	-	-	-	-	-	-	8	
56	72	-	123	-	-	-	2	4	-	-	-	-	-	-	-	-	-	2	
57	728	-	123	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	
58	74	Connecticut Yankee	123	6	2	2	-	-	-	-	-	-	-	-	-	-	-	10	
59	7052	-	123	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	
60	7056	-	123	-	1	-	-	-	-	-	-	-	-	-	-	-	-	2	
61	7056	-	123	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	
62		TOTAL	11	11	9	6	4	9	3	1	1	-	-	-	-	-	-	56	
<u>WORCESTER TO PORTLAND</u>																			
<u>CROSS COUNTRY (EAST)</u>																			
63	85	Bar Harbor Express	148	-	-	1	1	-</											

Defendant's Exhibit No. 91 (Witness Warfel)  
Dec. 10, 1940

**EXPLANATION OF SYMBOLS USED BELOW  
UNDER HEADING "AVERAGE CONSIST"**

- A - Perishable loads
  - B - Other loads
  - C - Empty cars and includes caboose
  - D - Total all cars

UNION PACIFIC RAILROAD COMPANY

TYPICAL EXAMPLES OF FREIGHT TRAINS HANDLED  
BETWEEN CERTAIN TERMINALS, AUGUST 10TH - 19TH INCLUSIVE 1940

NAME OF RAILROAD	FROM	TO	DIS- TANCE (MILES)	TEN DAY PERIOD STUDIED (Mo. & Yr.)	RULING GRADE	70 CARS OR LESS										71 CARS TO 100 CARS																
						NO. OF TRAINS		TYPE OF LOCOMOTIVE		AVERAGE CONSIST					NO. OF TRAINS		TYPE OF LOCOMOTIVE		AVERAGE CONSIST					NO. OF TRAINS		TYPE OF LOCOMOTIVE		AVERAGE CONSIST				
						(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)	(u)	(v)	(w)	(x)	(y)	(z)					
Council Bluffs, Ia.	Grand Island, Neb.	147	Aug. 1940	.6	-	-	-	-	-	-	-	-	-	-	1	Northern	2	60	10	72	1,388	-	-	-	-	-	-	-	-			
Council Bluffs, Ia.	Grand Island, Neb.	147	Aug. 1940	.6	44	Santa Fe	4	45	7	56	2,108	8	-	-	8	Santa Fe	5	51	22	78	3,031	34	Santa Fe	0	3	115	118	110				
Council Bluffs, Ia.	Grand Island, Neb.	147	Aug. 1940	.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	Mountain	3	11	96	110					
Council Bluffs, Ia.	Grand Island, Neb.	147	Aug. 1940	.6	3	Union Pac.	5	40	10	55	1,965	2	Union Pac.	7	65	6	78	3,606	-	-	-	-	-	-	-	-	-					
Council Bluffs, Ia.	Grand Island, Neb.	147	Aug. 1940	.5	-	-	-	-	-	-	-	-	-	-	1	Northern	37	28	13	78	3,416	-	-	-	-	-	-	-	-			
Grand Island, Neb.	Council Bluffs, Ia.	147	Aug. 1940	.5	1	Pacific	22	9	8	39	1,461	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Grand Island, Neb.	Council Bluffs, Ia.	147	Aug. 1940	.5	33	Santa Fe	12	39	3	54	1,964	33	Santa Fe	37	45	6	88	3,874	24	Santa Fe	64	35	10	109	-	-	-	-				
Grand Island, Neb.	Council Bluffs, Ia.	147	Aug. 1940	.5	1	Mountain	24	25	17	66	2,423	3	Mountain	21	54	7	82	2,919	-	-	-	-	-	-	-	-	-					
Grand Island, Neb.	Council Bluffs, Ia.	147	Aug. 1940	.5	-	-	-	-	-	-	-	-	-	-	3	Union Pac.	29	38	12	79	3,281	1	Union Pac.	39	54	21	114	-	-	-	-	
Grand Island, Neb.	North Platte, Neb.	137	Aug. 1940	.33	-	-	-	-	-	-	-	-	-	-	1	Northern	2	60	14	76	1,790	-	-	-	-	-	-	-	-			
Grand Island, Neb.	North Platte, Neb.	137	Aug. 1940	.33	46	Santa Fe	5	43	7	55	2,011	12	Santa Fe	4	35	46	85	2,888	24	Santa Fe	0	3	117	120	-	-	-	-				
Grand Island, Neb.	North Platte, Neb.	137	Aug. 1940	.33	3	Union Pac.	2	45	7	54	1,877	1	Union Pac.	6	70	6	82	3,138	-	-	-	-	-	-	-	-	-					
North Platte, Neb.	Grand Island, Neb.	137	Aug. 1940	.12	-	-	-	-	-	-	-	-	-	-	1	Northern	31	63	1	95	4,221	-	-	-	-	-	-	-	-			
North Platte, Neb.	Grand Island, Neb.	137	Aug. 1940	.12	32	Santa Fe	9	41	3	53	1,973	42	Santa Fe	46	38	7	91	4,167	18	Santa Fe	52	44	12	106	-	-	-	-				
North Platte, Neb.	Grand Island, Neb.	137	Aug. 1940	.12	1	Mountain	12	36	3	53	2,724	2	Mountain	31	46	5	82	3,709	-	-	-	-	-	-	-	-	-					
North Platte, Neb.	Grand Island, Neb.	137	Aug. 1940	.12	3	Union Pac.	6	34	5	45	1,548	1	Union Pac.	13	70	6	89	3,800	-	-	-	-	-	-	-	-	-					
Hastings, Neb.	North Platte, Neb.	137	Aug. 1940	.5	7	Santa Fe	2	33	19	54	1,737	13	Santa Fe	0	3	65	88	2,141	9	Santa Fe	0	1	105	105	-	-	-	-				
Hastings, Neb.	North Platte, Neb.	137	Aug. 1940	.5	8	Union Pac.	2	55	6	63	2,587	7	Union Pac.	1	48	28	77	2,391	-	-	-	-	-	-	-	-	-					
North Platte, Neb.	Hastings, Neb.	137	Aug. 1940	.6	14	Santa Fe	25	31	6	62	3,007	15	Santa Fe	58	20	4	82	3,661	1	Santa Fe	74	28	2	104	-	-	-	-				
North Platte, Neb.	Hastings, Neb.	137	Aug. 1940	.6	6	Union Pac.	28	28	6	62	2,743	8	Union Pac.	47	32	5	84	3,683	1	Union Pac.	53	43	7	103	-	-	-	-				
TOTAL TRAINS		488			202	Trains 70 cars or less									154	Trains 71 cars to 100 cars									113	Trains 101 cars to 125 cars						
PER CENT OF ALL TRAINS		100			41.4										31.6										23.2							
AVERAGE CARS PER TRAIN		82			56										36										114							

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EXCLUSIVES 1940

## Defendant's Exhibit No. 92 (Witness Warfel).

Dec. 10, 1940

## UNION PACIFIC RAILROAD COMPANY

MAXIMUM NUMBER OF CARS HANDLED NOVEMBER, 1939  
JANUARY, APRIL & JULY, 1940, IN THROUGH MAIN LINE PASSENGER TRAINS

LINE NO.	TRAIN NO.	ROUTE AND TRAIN NAME	MILES	NUMBER OF CARS													TOTAL TRIPS	
				(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	
<u>OMAHA - OGDEN</u>																		
1	1	City of Portland	844	-	-	-	20	-	-	-	-	-	-	-	-	-	-	20
2	41-5	Pacific Limited	990	-	-	-	-	1	5	1	2	8	25	33	16	31	122	
3	27	Overland Limited	990	-	-	-	4	3	6	4	7	6	4	16	30	71	151	
4	49	Forty-Niner	990	-	-	-	16	8	1	-	-	-	-	-	-	-	25	
5	87	Challenger (S.F.)	990	-	-	-	-	-	-	-	3	15	26	28	20	30	122	
6	101	City of San Francisco	990	-	-	-	-	-	-	15	-	5	-	-	-	-	20	
7	103	City of Los Angeles	990	-	-	-	-	-	20	-	-	19	-	-	-	-	39	
8	717	Challenger (L.A.)	990	-	-	-	-	-	-	2	7	9	19	21	64	122		
<u>WESTWARD</u>																		
9	2	City of Portland	844	-	-	-	20	-	-	-	-	-	-	-	-	-	20	
10	14	Pacific Limited	990	-	-	-	-	-	-	-	30	38	16	24	14	122		
11	28	Overland Limited	990	-	-	-	-	1	-	2	1	27	23	13	33	25	125	
12	48	Forty-Niner	990	-	-	-	17	8	1	-	-	-	-	-	-	-	26	
13	88	Challenger (S.F.)	990	-	-	-	-	-	1	7	1	8	17	13	34	41	122	
14	102	City of San Francisco	990	-	-	-	-	-	-	15	-	5	-	-	-	-	20	
15	104	City of Los Angeles	990	-	-	-	-	-	20	-	-	20	-	-	-	-	40	
16	818	Challenger (L.A.)	990	-	-	-	-	-	-	1	-	7	40	31	45	124		
17	TOTAL			-	-	-	77	21	14	85	16	111	188	178	209	321	1,220	
18	PER CENT OF TOTAL			-	-	-	6.31	1.72	1.13	6.97	1.31	9.1	15.41	14.99	17.13	26.31		
TOTAL TRAINS OVER 14 CARS																		
																	708 or 58.03%	
																	512 or 41.97%	
																	1,220 or 100.00%	

LINE NO.	TRAIN NO.	ROUTE AND TRAIN NAME	MILES	NUMBER OF CARS													TOTAL TRIPS
				(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)
<u>OMAHA - DENVER</u>																	
31	111	City of Denver	560	-	-	-	-	-	-	-	-	-	-	-	-	-	122
32	15	Columbine	560	-	-	-	-	-	-	-	-	-	-	-	-	-	6
33	19	National Parks Sp.	560	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>EASTWARD</u>																	
34	112	City of Denver	560	-	-	-	-	-	-	-	-	-	-	-	-	-	122
35	12	Columbine	560	-	-	-	-	-	-	-	-	-	-	-	-	-	-
36	20	National Parks Sp.	560	-	-	-	-	-	-	-	-	-	-	-	-	-	1
37	TOTAL			-	-	-	-	-	-	-	-	-	-	-	-	-	73
38	PER CENT OF TOTAL			-	-	-	-	-	-	-	-	-	-	-	-	-	13.27 11.54 16.55 10.36 46.36 1.1 .18

TOTAL TRAINS OVER 14 CARS 1 or .18  
 TOTAL TRAINS 14 CARS OR UNDER 549 or 99.82  
 TOTAL TRAINS 550 or 100.00

LINE NO.	TRAIN NO.	ROUTE AND TRAIN NAME	MILES	NUMBER OF CARS													TOTAL TRIPS
				(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)
<u>OGDEN - LOS ANGELES</u>																	
39	21	Pacific Limited	784	-	-	-	-	-	-	-	-	-	-	-	-	-	1
40	5	Pacific Limited	784	-	-	-	-	-	-	-	-	-	-	-	-	-	2
41	7	Los Angeles Limited	784	-	-	-	-	-	-	-	-	-	-	-	-	-	7
42	717	Challenger	784	-	-	-	-	-	-	-	-	-	-	-	-	-	4
43	103	City of Los Angeles	784	-	-	-	-	-	-	-	-	-	-	-	-	-	1
<u>EASTWARD</u>																	
44	14	Pacific Limited	784	-	-	-	-	-	-	-	-	-	-	-	-	-	11
45	6	Mail & Express	784	-	-	-	-	-	-	-	-	-	-	-	-	-	3
46	8	Los Angeles Limited	784	-	-	-	-	-	-	-	-	-	-	-	-	-	13
47	818	Challenger	784	-	-	-	-	-	-	-	-	-	-	-	-	-	2
48	104	City of Los Angeles	784	-	-	-	-	-	-	-	-	-	-	-	-	-	1
49	TOTAL			-	-	-	-	-	-	-	-	-	-	-	-	-	194
50	PER CENT OF TOTAL			-	-	-	-	-	-	-	-	-	-	-	-	-	5.28 3.6
TOTAL																	

## OVER TRAINS

AND TRAIN NAME (c)	MILES (d)	NUMBER OF CARS													17 & OVER TRIPS (q)	TOTAL TRIPS (r)
		5 (e)	6 (f)	7 (g)	8 (h)	9 (i)	10 (j)	11 (k)	12 (l)	13 (m)	14 (n)	15 (o)	16 (p)			
<u>BA - DENVER WESTWARD</u>																
f Denver	560	-	-	-	-	-	-	122	-	-	-	-	-	-	-	122
ine	560	-	-	-	12	34	42	7	6	-	1	-	-	-	-	122
al Parks Spl.	560	-	-	-	19	7	1	2	-	1	-	1	-	-	-	31
<u>EASTWARD</u>																
f Denver	560	-	-	-	-	-	122	-	-	-	-	-	-	-	-	122
ine	560	-	-	58	29	25	8	2	-	-	-	-	-	-	-	122
al Parks Spl.	560	-	-	15	4	5	6	-	-	1	-	-	-	-	-	31
NT OF TOTAL	-	-	73	64	91	57	255	6	1	2	-	1	-	-	-	550
TOTAL TRAINS OVER 14 CARS																
TOTAL TRAINS 14 CARS OR UNDER												1 or	.18%			
TOTAL TRAINS												549 or	99.82%			
												550 or	100.00%			
<u>- LOS ANGELES WESTWARD</u>																
c Limited	784	-	-	1	40	42	24	11	2	1	-	1	-	-	-	122
c Limited	784	-	-	5	8	20	35	25	8	7	5	4	2	-	-	122
geles Limited	784	-	-	-	2	1	47	42	13	4	7	5	1	-	-	122
nger	784	-	-	-	-	-	-	-	-	-	6	36	26	-	-	122
f Los Angeles	784	-	-	-	-	-	-	20	-	-	20	-	-	-	-	40
<u>EASTWARD</u>																
c Limited	784	-	-	-	-	-	37	45	15	11	10	4	-	-	-	122
Express	784	8	1	4	2	72	25	4	2	3	1	-	-	-	-	122
geles Limited	784	-	-	-	-	40	21	25	14	13	7	2	-	-	-	122
nger	784	-	-	-	-	-	-	2	2	-	8	48	30	-	-	122
f Los Angeles	784	-	-	-	-	-	-	20	-	-	20	-	-	-	-	40
NT OF TOTAL	8	1	10	52	175	189	194	56	39	84	100	59	92	1,059		
TOTAL TRAINS OVER 14 CARS												251 or	23.70%			
TOTAL TRAINS 14 CARS OR UNDER												808 or	76.30%			
TOTAL TRAINS												1,059 or	100.00%			
<u>RIVER-PORTLAND WESTWARD</u>																
nd Rose	969	-	-	-	-	-	1	7	22	39	27	11	9	9	103	122
c Limited	969	-	-	-	-	-	1	5	-	-	-	11	10	4	3	122
<u>EASTWARD</u>																
nd Rose	969	-	-	1	-	-	28	37	30	15	8	1	5	50	66	123
c Limited	969	-	-	-	1	-	-	-	-	-	2	-	1	-	-	122
NT OF TOTAL	-	-	1	1	29	42	52	54	35	15	24	64	172	459		
TOTAL TRAINS OVER 14 CARS												260 or	51.17%			
TOTAL TRAINS 14 CARS OR UNDER												229 or	46.83%			
TOTAL TRAINS												489 or	100.00%			

4	49	Forty-Miner	990	-	-	16	8	1	-	-	-	-	-	25
5	87	Challenger (S.F.)	990	-	-	-	-	-	3	15	26	28	20	30
6	101	City of San Francisco	990	-	-	-	-	-	15	5	-	-	-	20
7	103	City of Los Angeles	990	-	-	-	-	-	20	19	19	21	21	39
8	717	Challenger (L.A.)	990	-	-	-	-	-	2	7	9	19	21	64
		<u>EASTWARD</u>												
9	2	City of Portland	844	-	-	20	-	-	-	-	-	-	-	20
10	14	Pacific Limited	990	-	-	-	-	-	-	30	38	16	24	14
11	28	Overland Limited	990	-	-	1	-	2	1	27	23	13	33	25
12	48	Forty-Miner	990	-	-	17	8	1	-	-	-	-	-	26
13	88	Challenger (S.F.)	990	-	-	-	-	1	7	1	8	17	13	34
14	102	City of San Francisco	990	-	-	-	-	-	15	5	-	-	-	20
15	104	City of Los Angeles	990	-	-	-	-	-	20	-	20	-	-	40
16	818	Challenger (L.A.)	990	-	-	-	-	-	1	-	7	40	31	45
17		TOTAL		-	-	77	21	14	85	16	111	188	178	209
18		PER CENT OF TOTAL		-	-	6.31	1.72	1.15	6.97	1.31	9.1	15.41	14.59	17.13
		TOTAL TRAINS OVER 14 CARS				708	or	58.03%						
		TOTAL TRAINS 14 CARS OR UNDER				512	or	41.97%						
		TOTAL TRAINS				1,220	or	100.00%						

		<u>KANSAS CITY - DENVER</u>												
		<u>WESTWARD</u>												
19	21	Pacific Limited	640	-	-	19	37	42	48	4	3	-	-	153
20	23	Denver Limited	640	-	-	-	1	30	52	7	1	-	-	91
21	37	Pony Express	640	-	-	-	1	9	12	8	-	1	-	31
		<u>EASTWARD</u>												
22	22	Denver Limited	640	-	-	-	36	36	41	8	1	-	-	122
23	24	Pacific Limited	640	-	-	9	55	44	8	5	-	1	-	122
24	38	Pony Express	640	-	-	27	2	2	-	-	-	-	-	31
25		TOTAL		-	-	55	131	134	139	77	11	3	-	-
26		PER CENT OF TOTAL		-	-	10.00	23.82	24.36	25.77	14.00	2.00	.55	-	-
		TOTAL TRAINS OVER 14 CARS				0	or	.05						
		TOTAL TRAINS 14 CARS OR UNDER				550	or	100.00%						
		TOTAL TRAINS				550	or	100.00%						

		<u>DENVER - SALT LAKE</u>												
27	37	Pony Express	613	-	-	7	-	1	15	19	24	1	7	67
28	38	Pony Express	613	-	-	-	-	-	24	14	16	4	.28	15
29		TOTAL		-	-	-	-	1	15	19	24	15	23	71
30		PER CENT OF TOTAL		-	-	-	-	-	41	6.15	7.79	9.83	6.15	9.43
		TOTAL TRAINS OVER 14 CARS				97	or	39.75%						
		TOTAL TRAINS 14 CARS OR UNDER				147	or	60.25%						
		TOTAL TRAINS				244	or	100.00%						

		<u>EASTWARD</u>												
34	112	City of Denver	560	-	-	-	-	-	-	-	-	-	-	122
35	12	Columbine	560	-	-	-	-	-	58	29	25	8	2	-
36	20	National Parks Sp.	560	-	-	-	-	-	15	4	5	6	-	-
37		TOTAL		-	-	73	64	91	57	255	6			
38		PER CENT OF TOTAL		-	-	13.27	11.54	16.55	10.36	46.36	1.1	.18		

TOTAL TRAINS OVER 14 CARS 1 or .18  
 TOTAL TRAINS 14 CARS OR UNDER 549 or 99.82  
 TOTAL TRAINS 550 or 100.00

		<u>OGDEN - LOS ANGELES</u>												
		<u>WESTWARD</u>												
39	21	Pacific Limited	784	-	-	-	-	-	1	40	42	24	11	2
40	5	Pacific Limited	784	-	-	-	-	-	5	8	20	35	25	8
41	7	Los Angeles Limited	784	-	-	-	-	-	2	1	47	42	13	-
42	717	Challenger	784	-	-	-	-	-	-	-	-	-	-	-
43	103	City of Los Angeles	784	-	-	-	-	-	-	-	-	20	-	-
		<u>EASTWARD</u>												
44	14	Pacific Limited	784	-	-	-	-	-	-	-	-	32	45	15
45	6	Mail & Express	784	-	8	1	4	2	72	25	4	2		
46	8	Los Angeles Limited	784	-	-	-	-	-	40	21	25	14	13	-
47	818	Challenger	784	-	-	-	-	-	-	-	2	2	-	-
48	104	City of Los Angeles	784	-	-	-	-	-	-	-	20	-	-	-
49		TOTAL		-	8	1	10	52	175	189	194	56		
50		PER CENT OF TOTAL		-	.76	.10	.94	4.91	16.53	17.85	18.32	5.28	.37	

TOTAL TRAINS OVER 14 CARS 251 or 23.71  
 TOTAL TRAINS 14 CARS OR UNDER 808 or 76.30  
 TOTAL TRAINS 1,099 or 100.00

		GREEN RIVER-PORTLAND												




</tbl

<u>EASTWARD</u>													
f Denver	560	-	-	-	-	-	122	-	-	-	-	-	-
Inc	560	-	-	58	29	25	8	2	-	-	-	-	-
Al Parks Spl.	560	-	-	15	4	5	6	-	-	1	-	-	-
NT OF TOTAL		-	-	73	64	91	57	255	6	1	2	1	-
		-	-	13.27	11.84	16.55	10.36	46.36	1.1	.18	.36	-.18	550

TOTAL TRAINS OVER 14 CARS 1 or .18%  
 TOTAL TRAINS 14 CARS OR UNDER 549 or 99.82%  
 TOTAL TRAINS 550 or 100.00%

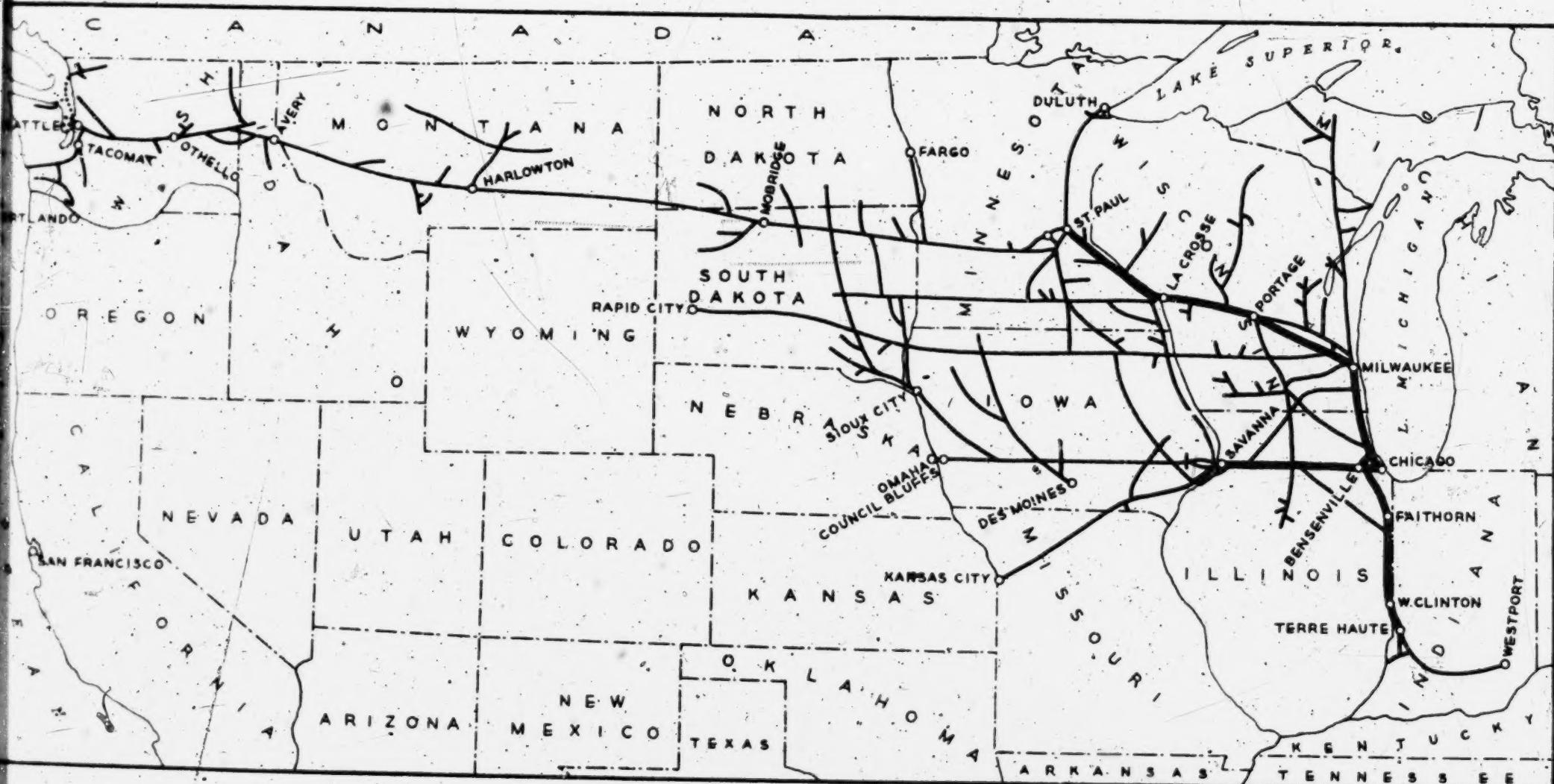
<u>- LOS ANGELES</u>													
<u>WESTWARD</u>													
c Limited	784	-	-	1	40	42	24	11	2	1	-	1	-
c Limited	784	-	-	5	8	20	35	25	8	7	5	4	2
geles Limited	784	-	-	-	2	1	47	42	13	4	7	5	1
nger	784	-	-	-	-	-	-	-	-	6	36	26	54
f Los Angeles	784	-	-	-	-	-	-	20	-	-	20	-	-
<u>EASTWARD</u>													
c Limited	784	-	-	-	-	-	37	45	15	11	10	4	-
Express	784	8	1	4	2	72	25	4	2	3	1	-	-
geles Limited	784	-	-	-	-	40	21	25	14	13	7	2	-
nger	784	-	-	-	-	-	-	2	2	-	8	48	30
f Los Angeles	784	-	-	-	-	-	-	20	-	-	20	-	-
NT OF TOTAL		8	1	10	52	175	189	194	56	39	84	100	59
		.76	.10	.94	4.91	16.53	17.85	18.32	5.28	3.68	7.93	9.44	5.57
													8.69

TOTAL TRAINS OVER 14 CARS 251 or 23.70%  
 TOTAL TRAINS 14 CARS OR UNDER 808 or 76.30%  
 TOTAL TRAINS 1,059 or 100.00%

<u>RIVER-PORTLAND</u>													
<u>WESTWARD</u>													
nd Rose	969	-	-	0	-	-	-	-	-	1	9	9	103
c Limited	969	-	-	-	-	-	1	5	22	39	27	11	3
<u>EASTWARD</u>													
nd Rose	969	-	-	1	-	-	-	-	-	1	5	50	66
c Limited	969	-	-	-	1	28	37	30	15	8	2	-	1
NT OF TOTAL		-	-	1	1	29	42	52	54	35	15	24	64
		-	-	.20	.20	5.93	8.59	10.63	11.04	7.16	3.07	4.91	13.09
													35.18

TOTAL TRAINS OVER 14 CARS 260 or 52.17%  
 TOTAL TRAINS 14 CARS OR UNDER 229 or 46.83%  
 TOTAL TRAINS 489 or 100.00%

NT OF TOTAL
(44)
58.03
.18
23.70
53.17
39.75
32.03



CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

— HEAVY LINE INDICATES TERRITORY COVERED BY  
TYPICAL FREIGHT TRAIN EXHIBIT.

5412

Dec. 10, 1940

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY  
 Henry A. Scandrett, Walter J. Cummings, George I. Haight, Trustees

## FREIGHT OPERATING AND FREIGHT TRANSPORTATION EXPENSES RELATED TO TRAFFIC

Calendar Years 1922 to 1939, Inclusive

Year (a)	Revenue ton-miles (b)	Freight operating expenses (c)	Freight transportation expenses (d)	Averages per 1,000 revenue ton-miles	
				Freight operating expenses (e)	Freight transporta- tion expenses (f)
1939	9,234,307,122	\$65,167,855	\$30,933,818	\$7.06	\$3.35
1938	8,479,448,397	60,385,743	30,050,963	7.12	3.54
1937	9,691,026,608	67,249,946	32,837,842	6.94	3.39
1936	9,689,405,998	66,527,413	31,840,896	6.87	3.29
1935	7,978,909,250	56,707,987	27,299,910	7.11	3.42
1934	7,540,899,349	52,308,707	25,105,451	6.94	3.33
1933	7,220,790,618	47,842,221	23,253,139	6.63	3.22
1932	6,859,165,866	53,243,649	24,654,718	7.76	3.59
1931	8,878,320,343	66,134,691	32,192,892	7.45	3.63
1930	10,917,232,051	83,153,352	39,849,296	7.62	3.65
1929	13,091,989,908	96,459,091	46,199,483	7.37	3.53
1928	12,944,376,979	93,306,388	44,533,625	7.21	3.44
1927	12,529,704,365	98,858,335	45,674,348	7.89	3.65
1926	11,978,810,935	95,173,458	45,079,317	7.95	3.76
1925	11,966,830,189	96,486,963	45,663,953	8.06	3.82
1924	11,004,765,149	91,228,813	45,490,363	8.29	4.13
1923	11,922,243,644	100,636,820	50,067,305	8.44	4.20
1922	10,601,913,667	94,854,817	48,222,704	8.95	4.55
Total					
1936-1939	37,094,188,125	259,330,957	125,663,519	6.99	3.39
Total					
1922-1925	45,495,752,649	383,207,413	189,444,325	8.42	4.16
Percent of improvement 4 years 1936-1939 compared with 4 years 1922-1925				17.0	18.5

Defendant's Exhibit No. 95 (Witness Kileg)  
Dec. 10, 1940

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY  
Henry A. Scandrett, Walter J. Cummings, George I. Haight, Trustees

## FREIGHT SERVICE OPERATING AVERAGES

CALENDAR YEARS 1922, 1924, 1926, 1928, 1930, 1932, 1934, 1936, 1938 AND 1939

LINE NO. (a)	ITEM (b)	1922	1924	1926	1928	1930	1932	1934	1936	1938	1939	PER CENT INCREASE 1939 OVER 1922 (n)
		(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	
1.	Miles of line operated in freight service,.....	11,026.40	10,983.40	11,189.38	11,247.79	11,298.02	11,254.17	11,163.80	11,117.22	10,945.56	10,912.40	Dec. 1.03
2.	Freight train miles,.....	19,535,159	19,000,793	19,062,857	20,152,224	18,181,303	13,351,262	14,303,464	16,672,960	14,121,022	14,617,467	Dec. 25.17
3.	Freight cars per freight train,.....	37.8	41.8	45.6	48.0	46.7	41.6	43.4	43.4	44.1	45.8	21.2
4.	Net tons per freight train, (excluding light trains),.....	626	680	712	742	700	608	614	621	694	736	17.6
5.	Average tractive power per locomotive (pounds),.....	*41,415	40,823	42,793	44,648	47,035	47,718	50,653	51,508	52,440	52,653	27.1
6.	Average capacity per freight car (tons),.....	40.6	41.8	42.6	44.1	45.8	45.7	46.5	46.6	47.1	47.3	16.7
7.	Freight train speed (miles per hour),.....	11.3	11.5	12.3	12.9	13.6	15.2	15.7	15.6	16.3	16.4	46.1
8.	Gross ton-miles (exclusive of locomotives and tenders) per freight train-hour,.....	15,433	17,492	20,337	22,774	23,458	23,470	24,393	26,360	28,332	29,770	92.9
9.	Net ton-miles per freight train-hour,.....	7,076	7,810	8,740	9,574	9,513	9,232	9,607	10,542	11,265	11,978	69.
10.	Gross ton-miles (exclusive of locomotives and tenders) per ton of fuel.	11,858	11,424	12,547	13,728	14,224	13,893	14,187	13,856	14,023	14,757	

SOURCE: Item 1 - 1922, 1924, 1926 and 1928 from Form OS-4; figures for remaining years from Annual Reports to Interstate Commerce Commission.

Items 2., 3., 4., 5. and 8.: Reports of Freight Train Performance, Form OS-A, filed with Interstate Commerce Commission.

Item 5 - Total tractive effort freight service ÷ total locomotives available for freight service at close of each year as reported in Schedule A17 of Annual Report to the Interstate Commerce Commission. \* 1922 not in Annual Report and 1923 was used. f

Item 6 - Aggregate capacity of all freight carrying cars ÷ total number of such cars available for service at close of year, as reported in Schedule A17 of Annual Report to the Interstate Commerce Commission.

Item 9 - Net ton-miles ÷ train-hours as reported on Form OS-4 to Interstate Commerce Commission.

Item 10 - Gross ton-miles (cars, contents and cabooses) ÷ equated net tons of fuel consumed as reported in years 1922 to 1934 on Form OS-4 to Interstate Commerce Commission and as reported in years 1936 to 1939 in Schedules 531 and 571 of Annual Reports to Interstate Commerce Commission. 5444

**Defendant's Exhibit No. 96 (Witness Kileg)**  
**Dec. 11, 1940**

CHICAGO-MILWAUKEE ST. PAUL AND PACIFIC RAILROAD COMPANY  
 (Henry A. Scandrett, Walter J. Cummings and George I. Haight, Trustees)

**REVENUE FREIGHT CARRIED DURING THE YEAR 1939**

Class Commodity Group No. or Class	Revenue Freight Originating on Respondent's Road		Revenue Freight Received from Connecting Carriers		TOTAL Revenue Freight Carried Carloads
	Terminating On Line	Delivered to Connecting Carriers Carloads	Terminating On Line	Delivered to Connecting Carriers Carloads	
110 Oranges & grapefruit	1	1	3,868	1,961	5,831
111 Lemons, limes & citrus fruits n. o. s.	-	-	275	244	519
120 Apples, fresh	67	30	1,216	381	1,694
121 Bananas	-	-	1,794	444	2,238
122 Berries, fresh	3	7	41	19	70
123 Cantaloupes & melons n.o.s.	2	2	275	223	502
124 Grapes, fresh	-	3	412	637	1,052
125 Peaches, fresh	5	16	677	73	771
126 Watermelons	5	1	214	14	234
127 Fruits, fresh domestic n. o. s.	54	105	711	821	1,691
128 Fruits, fresh tropical n. o. s.	1	-	103	8	112
130 Potatoes other than sweet	1,079	1,112	3,431	788	6,410
140 Cabbage	135	501	287	47	970
141 Onions	388	847	349	179	1,763
142 Tomatoes	1	-	315	95	411
143 Vegetables, n. o. s.	252	133	2,494	3,076	5,955
Total 110 to 143, Inclusive	1,993	2,758	16,462	9,010	30,223
800 Total Products of Agriculture	101,189	38,860	34,914	10,607	185,570
810 Total Animals and Products	63,022	51,739	17,529	2,705	134,995
820 Total Products of Mines	76,855	41,509	102,668	11,387	232,419
830 Total Products of Forests	59,410	28,624	30,866	8,935	127,835
840 Total Manufactures and Miscellaneous	109,250	106,969	177,785	26,043	420,047
850 Grand Total Carload Traffic	409,726	267,701	363,762	59,677	1,100,866
Total Tons Carload Traffic	13,444,774	7,040,887	11,095,659	1,675,547	33,256,867
Total Tons L. C. L. Freight	264,594	169,821	140,066	10,074	584,555

## REVENUE FREIGHT CARRIED DURING JULY 1937

Class Commodity Group No. or Class	Revenue Freight Originating on Respondent's Road		Revenue Freight Received from Connecting Carriers		TOTAL Freight Carried Carloads
	Terminating Delivered to On Line Connecting Carriers Carloads				
110 Oranges & grapefruit	1	1	3,868	1,961	5,831
111 Lemons, limes & citrus fruits n. o. s.	-	-	275	244	519
120 Apples, fresh	67	30	1,216	381	1,694
121 Bananas	-	-	1,794	444	2,238
122 Berries, fresh	3	7	41	19	70
123 Cantaloupes & melons n.o.s.	2	2	275	223	502
124 Grapes, fresh	-	3	412	637	1,052
125 Peaches, fresh	5	16	677	73	771
126 Watermelons	5	1	214	14	234
127 Fruits, fresh domestic n. o. s.	54	105	711	821	1,691
128 Fruits, fresh tropical n. o. s.	1	-	103	8	112
130 Potatoes other than sweet	1,079	1,112	3,431	788	6,410
140 Cabbage	135	501	287	47	970
141 Onions	388	847	349	179	1,763
142 Tomatoes	1	-	315	95	411
143 Vegetables, n. o. s.	252	133	2,494	3,076	5,955
Total 110 to 143, Inclusive	1,993	2,758	16,462	9,010	30,223
800 Total Products of Agriculture	101,189	38,860	34,914	10,607	185,570
810 Total Animals and Products	63,022	51,739	17,529	2,705	134,995
820 Total Products of Mines	76,855	41,509	102,668	11,387	232,419
830 Total Products of Forests	59,410	28,624	30,866	8,935	127,835
840 Total Manufactures and Miscellaneous	109,250	106,969	177,785	26,043	420,047
850 Grand Total Carload Traffic	409,726	267,701	363,762	59,677	1,100,866
Total Tons Carload Traffic	13,444,774	7,040,887	11,095,659	1,675,547	33,256,867
Total Tons L. C. L. Freight	264,594	169,821	140,066	10,074	584,555
Total Tons All Freight	13,709,368	7,210,708	11,235,725	1,685,621	33,641,422

5415

(234)

**Defendant's Exhibit No. 97 (Witness Kileg)  
Dec. 11, 1940**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY.  
Henry A. Scandrett, Walter J. Cummings, George I. Haight, Trustees

TYPICAL EXAMPLES OF FREIGHT TRAINS HANDLED  
BETWEEN CERTAIN TERMINALS, MARCH 1ST - 10TH INCLUSIVE 1939

Kileg)

ROAD COMPANY  
Haight; Trustees

EDLED  
CLUSIV 1939

DEC 11 1940		DISTANCE (Miles)	RULING GRADE	AVERAGE CONSIST				71 CARS TO 100 CARS				101 CARS TO 125 CARS									
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)	(u)	(v)
La Crosse, Wis.	St. Paul, Minn.	128	.30	14	4-8-4 2-8-2	63	5	68	3,993	14	4-8-4 2-8-2	82	11	93	3,853	6	4-8-4 2-8-2	86	18	104	3,979
St. Paul, Minn.	La Crosse, Wis.	127	.30							19	4-8-4 2-8-2	73	8	81	3,588	3	4-8-4 2-8-2	81	13	113	3,783
La Crosse, Wis.	Portage, Wis.	103	.66	5	4-8-4 2-8-2	61	5	66	2,825	16	4-8-4 2-8-2	73	7	80	3,591	8	4-8-4 2-8-2	58	53	110	3,826
Portage, Wis.	La Crosse, Wis.	103	.66	3	4-8-4 2-8-2	50	13	63	3,041	25	4-8-4 2-8-2	67	21	88	3,410	1	4-8-4 2-8-2	17	94	111	2,936
Milwaukee, Wis.	Portage, Wis.	93	.67	10	2-8-2	29	34	63	2,537	28	4-8-4 2-8-2	68	14	82	3,328			28	77	105	3,382
Portage, Wis.	Milwaukee, Wis.	89	.50	4	4-8-4 2-8-2	51	6	57	2,404	18	4-8-4 2-8-2	66	17	83	3,535	5	4-8-4 2-8-2	56	51	107	3,876
Milwaukee, Wis.	Western Ave., Ill.	83	.67	9	4-6-4	56	7	83	2,319							4	4-8-4 2-8-2	31	48	109	3,353
Milwaukee, Wis.	Bensenville, Ill.	79	.67	3	2-8-2	51	11	62	3,009	26	4-8-4 2-8-2	71	13	84	3,718	5	4-8-4 2-8-2	50	57	107	3,984
Bensenville, Ill.	Milwaukee, Wis.	79	.50	1	4-6-4	52	15	67	3,093	8	4-6-4	60	13	73	2,341	9	4-8-4 2-8-2	5	106	111	3,658
Bensenville, Ill.	Savanna, Ill.	123	1.00	14	4-8-4 2-8-2	48	11	59	3,137	38	4-8-4 2-8-2	44	40	84	3,026	2	4-8-4 2-8-2	31	79	110	4,018
Savanna, Ill.	Bensenville, Ill.	123	1.00	32	4-8-4 2-8-2	38	14	52	3,047	7	4-8-4 2-8-2	23	58	81	3,550	1	4-8-4 2-8-2	11	94	105	3,000
Faithorn, Ill.	Bensenville, Ill.	45	.50	7	2-8-2	62	3	65	4,513	48	2-8-2	65	22	87	4,834	1	2-8-2	83	23	106	5,947
Bensenville, Ill.	Faithorn, Ill.	45	.57	13	2-8-2	7	49	56	1,408	35	2-8-2	38	61	89	3,564	5	2-8-2	15	91	106	2,533
W. Clinton, Ind.	Faithorn, Ill.	122	.50	6	2-8-2	61	3	64	4,793	49	2-8-2	71	13	84	5,267	8	2-8-2	71	35	106	5,596
Faithorn, Ill.	W. Clinton, Ind.	122	.50	9	2-8-2	15	47	62	1,906	49	2-8-2	17	66	83	3,247	7	2-8-2	19	88	107	3,689
Terre Haute, Ind.	W. Clinton, Ind.	26	.58	38	2-8-2	56	7	63	4,113	4	2-8-2	87	8	95	6,726	4	2-8-2	89	25	114	7,641
W. Clinton, Ind.	Terre Haute, Ind.	26	1.00	32	2-8-2	14	38	52	1,597	6	2-8-2	88	28	1,999	7	2-8-2	-	113	113	3,578	
TOTAL TRAINS		871		267						490						102					
PER CENT OF TOTAL		100		30.7						56.3						11.7					
AVERAGE CARS PER TRAIN		80		56						85						108					

SIST	NO. OF TONS (p)	TYPE OF LOCO- MOTIVE (q)	AVERAGE CONSIST				NO. OF TRAINS (w)	TYPE OF LOCO- MOTIVE (x)	AVERAGE CONSIST				MAXIMUM CARS PER TRAIN (cc)
			A (s)	B (t)	C (u)	TONS (v)			A (y)	B (z)	C (aa)	TONS (bb)	
3,853	6	4-8-4	86	18	104	3,979							
3,643	3	2-8-2	13	99	113	3,783							119
3,588	2	4-8-4	78	37	105	4,527							
3,195	10	2-8-2	41	71	112	3,578	4	2-8-3	39	95	134	4,144	140
3,591	8	4-8-4	58	52	110	3,826							
2,798	1	2-8-2	17	94	111	2,936							116
3,410													
2,791	3	3-8-2	28	77	105	3,380							107
3,328													
2,762													98
3,535	5	4-8-4	56	51	107	3,876	1	4-8-4	3	123	128	3,770	
3,333	4	3-8-2	31	78	109	3,352							126
3,716	5	4-8-4	50	57	107	3,984							
3,170	9	3-8-2	5	106	111	3,658							135
2,341													
4,251	7	4-8-4	86	19	105	5,062							
4,177	5	2-8-2	40	66	106	4,327							115
3,036	2	4-8-4	31	79	110	4,018							
3,955	1	2-8-2	11	94	105	3,000							113
3,550													
2,188													87
4,834	1	2-8-2	83	83	106	5,947							
3,564	5	2-8-2	15	91	106	3,533							
5,267	8	2-8-2	71	35	106	5,596	1	2-8-2	35	102	137	4,976	137
3,247	7	3-8-2	19	88	107	3,889							121
5,726	4	2-8-2	89	35	114	7,641	3	2-8-2	85	48	131	7,627	135
1,999	7	2-8-2	-	113	113	3,578	3	2-8-2	-	133	133	3,148	136
102							12						
11.7							1.3						
108							133						

Defendant's Exhibit No. 98 (Witness Kileg)  
Dec. 11, 1940

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY  
Henry A. Scandrett, Walter J. Cummings, George I. Haight, Trustees

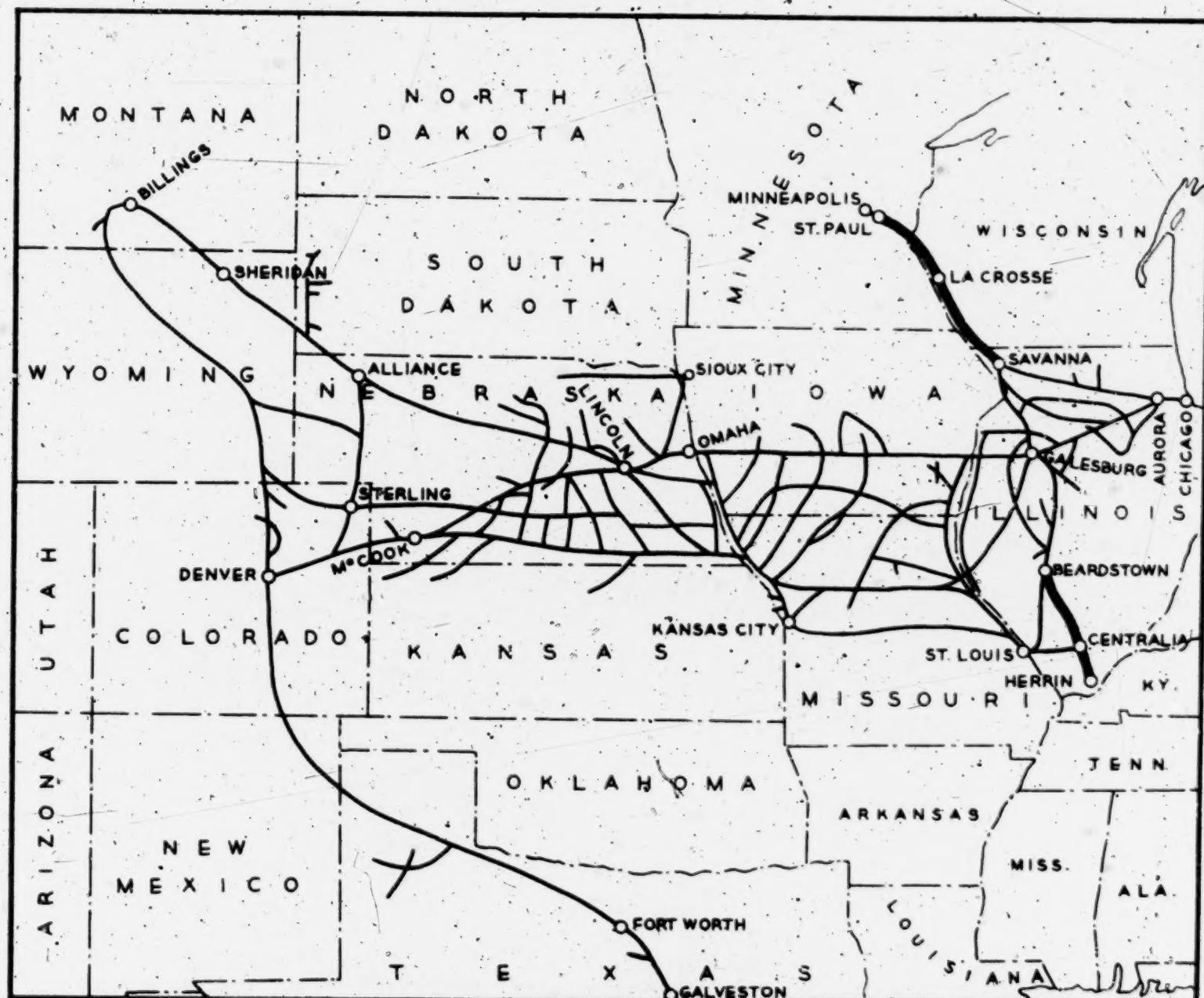
MAXIMUM NUMBER OF CARS HANDLED IN SELECTED THROUGH MAIN LINE PASSENGER TRAINS  
OPERATING BETWEEN CHICAGO AND MINNEAPOLIS DURING MONTHS OF JANUARY, APRIL, JULY AND OCTOBER, 1939

LINE NO. (a)	TRAIN NO. (b)	TRAIN (c)	MILES (d)	NUMBER OF CARS													TOTAL TRAINS. (r)
				5 (e)	6 (f)	7 (g)	8 (h)	9 (i)	10 (j)	11 (k)	12 (l)	13 (m)	14 (n)	15 (o)	16 (p)	17 & OVER (q)	
<u>WESTBOUND</u>																	
1	1	Pioneer Limited	421	-	-	-	-	-	2	20	53	28	9	7	1	3	123
2	5	Morning Hiawatha	421	1	-	2	2	12	4	50	29	14	8	3	-	-	125
3	101	Afternoon Hiawatha	421	-	-	1	2	81	8	21	9	3	2	-	-	-	127
4	15	Olympian	421	-	-	-	-	-	-	-	-	2	28	40	35	18	123
5	57	Fast Mail	421	-	-	-	-	2	4	8	9	13	14	24	24	25	123
6		TOTAL		1	-	3	4	.95	18	99	100	60	61	74	60	46	621
7		PER CENT OF TOTAL		0.16	-	0.48	0.65	15.30	2.90	15.94	16.10	9.66	9.82	11.92	9.66	7.41	109.00
<u>EASTBOUND</u>																	
8	4	Pioneer Limited	421	-	-	-	-	-	-	37	44	20	12	5	3	2	123
9	6	Morning Hiawatha	421	-	-	1	4	54	43	9	4	4	4	-	-	-	123
10	100	Afternoon Hiawatha	421	-	-	1	1	78	9	21	6	6	3	-	-	-	125
11	16	Olympian	421	-	-	-	-	-	-	34	16	29	30	4	10	-	123
12	56	Fast Mail	421	-	-	-	-	-	1	9	16	42	29	17	8	1	123
13		TOTAL		-	-	2	5	132	53	110	86	101	78	26	21	3	617
14		PER CENT OF TOTAL		-	-	0.33	0.81	21.39	8.59	17.83	13.94	16.37	12.64	4.21	3.40	0.49	100.00

TOTAL TRAINS OVER 14 CARS 230 OR 18.58%

TOTAL TRAINS 14 CARS OR UNDER 1,008 OR 81.42%

TOTAL TRAINS 1,238 OR 100.00%



CHICAGO, BURLINGTON & QUINCY RAILROAD CO.

— HEAVY LINE INDICATES TERRITORY  
COVERED BY TYPICAL FREIGHT TRAIN EXHIBIT

5418

Defendant's Exhibit No. 100 (Witness Peckenbaugh)  
Dec. 11, 1940

**EXPLANATION OF SYMBOLS USED BELOW  
UNDER HEADING "AVERAGE CONSIST"**

- A - Perishable loads
- B - Other loads
- C - Empty cars and includes cabooses
- D - Total all cars

**CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY**

TYPICAL EXAMPLES OF THROUGH ROAD FREIGHT TRAINS RUN BETWEEN TERMINALS SHOWN FOR CONTINUOUS  
TEN DAY PERIOD IN SEPTEMBER, 1939 (SEPTEMBER 11 TO 20, INCLUSIVE)

100 (Witness Peckenbaugh)

1

**RAILROAD COMPANY**

RUN BETWEEN TERMINALS SHOWN FOR CONTINUOUS  
SEPTEMBER 11 to 20, INCLUSIVE)

Defendant's Exhibit No. 101 (Witness Peckenbaugh)  
Dec. 11, 1940

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

Maximum Number of Cars Handled in Various Main Line Passenger Trains

Total for 10 day period of Sept. 11th to 20th, 1939

Train No.	EAST	Miles	Number of Cars												Total
			5	6	7	8	9	10	11	12	13	14	15	16	
10	Denver Zephyr Denver Chicago	1039							10						10
40	Exposition Flyer Denver Chicago	1018				3	3	4							10
2	Denver Omaha	538				2		1	2	1	2			2	10
8	Omaha Chicago	496							2	2	4	1	1		10
12	Aksarben Omaha Chicago	496									8	2			10
44	Empire Builder St.Paul Chicago	427							2	5	1	1		1	10
50	North Coast Limited St.Paul Chicago	427							6	1		2		1	10
	WEST														
49	Empire Builder Chicago St.Paul	427							4	4	1			1	10
51	North Coast Limited Chicago St.Paul	427							6	3	1				10
1	Denver Zephyr Chicago Denver	1034								10					10
9-39	Exposition Flyer Chicago Denver	1034									5	4		1	10
3	Overland Limited Omaha Denver	538											1	9	10
7	Fast Mail Chicago Omaha	496			1			2	3	3		1			10
5	Aksarben Chicago Omaha	501								1	7	1	1		10
	Total Percent of Total		6	3	13	22	33	15	25	8	4	11	140		
			4.3	2.1	9.3	15.7	23.6	10.7	17.9	5.7	2.8	7.9			

## Defendant's Exhibit No. 102 (Witness E.A. White)

Dec. 11, 1940

## D. CHICAGO, BURLINGTON &amp; QUINCY RAILROAD COMPANY

FREIGHT OPERATING AND FREIGHT TRANSPORTATION EXPENSES  
RELATED TO TRAFFIC

CALENDAR YEARS 1922 TO 1939, INCLUSIVE

YEAR (a)	REVENUE TON-MILES (b)	FREIGHT OPERATING EXPENSES (c)	FREIGHT TRANSPORTATION EXPENSES (d)	AVERAGES PER 1000 REVENUE TON-MILES	
				FREIGHT OPERATING EXPENSES (e)	FREIGHT TRANSPORTATION EXPENSES (f)
1939	8,417,254,230	\$ 49,667,902	\$24,079,371	\$5.90	\$2.86
1938	7,876,092,493	46,485,558	23,520,822	5.90	3.00
1937	9,423,152,685	53,134,728	26,245,501	5.64	2.79
1936	9,062,367,188	51,568,994	25,354,863	5.69	2.80
1935	7,522,419,565	44,264,660	21,974,560	5.91	2.92
1934	7,137,167,686	41,102,230	20,387,395	5.76	2.86
1933	6,598,638,696	38,076,839	19,112,469	5.77	2.90
1932	6,297,638,926	40,607,364	20,012,332	6.45	3.18
1931	8,888,693,958	54,903,035	26,995,591	6.18	3.04
1930	11,356,358,912	70,783,925	34,060,951	6.23	3.00
1929	12,873,521,492	81,080,606	38,555,883	6.30	2.99
1928	12,931,723,281	83,298,364	39,085,862	6.44	3.02
1927	11,942,859,045	80,582,534	39,217,201	6.75	3.28
1926	12,651,221,639	85,349,579	40,091,712	6.75	3.17
1925	12,298,287,741	85,375,345	40,479,808	6.94	3.29
1924	12,287,747,906	88,235,767	42,809,018	7.18	3.48
1923	12,690,384,346	101,617,298	47,939,723	8.01	3.78
1922	11,754,595,862	94,976,384	46,566,367	8.08	3.96
TOTAL 1936- 1939	77,788,044,902	388,857,187	100,320,657	5.90	2.86

CALENDAR YEARS 1922 TO 1939, INCLUSIVE

YEAR (a)	REVENUE TON-MILES (b)	FREIGHT OPERATING EXPENSES (c)	FREIGHT TRANSPORTATION EXPENSES (d)	AVERAGES PER 1000 REVENUE TON-MILES	
				FREIGHT OPERATING EXPENSES (e)	FREIGHT TRANSPORTATION EXPENSES (f)
1939	8,417,254,230	\$ 49,667,902	\$24,079,371	\$5.90	\$2.86
1938	7,876,092,493	46,485,558	23,620,822	5.90	3.00
1937	9,423,152,685	53,134,723	26,245,501	5.64	2.79
1936	9,062,367,188	51,568,994	25,354,863	5.69	2.80
1935	7,522,419,565	44,464,660	21,974,560	5.91	2.92
1934	7,137,167,686	41,102,230	20,387,396	5.76	2.86
1933	6,598,638,696	38,076,839	19,112,469	5.77	2.90
1932	6,297,638,946	40,607,364	20,012,332	6.45	3.18
1931	8,888,693,958	54,903,035	26,995,591	6.18	3.04
1930	11,356,358,922	70,783,925	34,060,951	6.23	3.00
1929	12,873,521,492	81,080,606	38,555,883	6.30	2.99
1928	12,931,723,281	83,298,364	39,085,862	6.44	3.02
1927	11,942,859,045	80,582,534	39,217,201	6.75	3.28
1926	12,651,221,639	85,349,579	40,091,712	6.75	3.17
1925	12,298,287,741	85,375,245	40,479,808	6.94	3.29
1924	12,287,747,906	88,235,767	42,809,018	7.18	3.48
1923	12,690,384,346	101,617,298	47,939,723	8.01	3.78
1922	11,754,595,862	94,976,384	46,566,367	8.08	3.96
TOTAL 1936- 1939	34,778,866,596	200,857,182	99,300,557	5.78	2.86
TOTAL 1922- 1925	49,031,015,753	370,204,694	177,794,916	7.55	3.63
PER CENT OF IMPROVEMENT 4 YEARS 1936 - 1939 COMPARED WITH 4 YEARS 1922 - 1925				23.4	21.2

SOURCE: Revenue ton-miles, freight operating and transportation expenses -  
Annual Reports to Interstate Commerce Commission.

2956

Defendant's Exhibit No. 103 (Witness E.A. White)  
Dec. 11, 1940

## CHICAGO, BURLINGTON &amp; QUINCY RAILROAD COMPANY

FREIGHT SERVICE OPERATING AVERAGES  
CALENDAR YEARS 1922, 1924, 1926, 1928, 1930, 1932, 1934, 1936, 1938 AND 1939

LINE NO. (a)	ITEM (b)	1922 (c)	1924 (d)	1926 (e)	1928 (f)	1930 (g)	1932 (h)	1934 (i)	1936 (j)	1938 (k)	1939 (l)	PERCENT INCREASE 1939 OVER 1922 (m)
1	Miles of line operated in freight service,.....	9,326	9,337	9,348	9,318	9,281	9,212	9,058	8,943	8,905	8,922	Dec. 4.3
2	Freight train miles,.....	18,711,594	18,980,218	18,616,607	18,106,927	15,832,993	12,009,187	14,031,619	16,245,498	13,051,444	13,479,993	Dec. 28.0
3	Freight cars per freight train,.....	41.5	44.5	48.5	50.9	51.5	43.2	43.0	42.3	45.4	46.3	11.6
4	Net tons per freight train,.....	727	746	794	844	830	620	609	665	699	727	-
5	Average tractive power per locomotive (pounds),.....	35,394	36,214	37,762	41,600	45,251	45,286	48,705	48,515	49,048	49,508	39.9
6	Average capacity per freight carrying car (tons),.....	42.2	42.1	43.1	43.1	43.3	43.3	43.1	43.2	44.2	44.4	5.2
7	Freight train speed (miles per hour)	11.9	12.3	12.8	13.2	14.0	16.2	17.5	17.3	17.3	17.6	47.9
8	Gross ton-miles per freight train-hour,.....	18,442	20,239	22,574	24,663	26,140	24,048	26,406	27,385	30,357	32,145	74.3
9	Net ton-miles per freight train-hour	8,644	9,209	10,162	11,176	11,655	10,047	10,630	11,426	12,043	12,727	47.2
10	Gross ton-miles (exclusive of locomotives and tenders) per ton of fuel,.....	10,458	10,995	12,747	14,245	14,795	13,662	13,945	13,676	14,992	15,526	48.5

SOURCE: Items 1, 2, 3, 4, 7 and 8 - Reports of Freight Train Performance, Form OS-A, filed with Interstate Commerce Commission.

Item 5 - Total tractive effort ÷ total steam locomotives available for service at close of each year as reported in Schedule 417 of Annual Report to the Interstate Commerce Commission.

Item 6 - Aggregate capacity of all freight carrying cars ÷ total number of such cars available for service at close of year, as reported in Schedule 417 of Annual Report to the Interstate Commerce Commission.

Item 9 - Net ton miles ÷ train hours as reported on Form OS-A to Interstate Commerce Commission.

Item 10 - Gross ton miles (cars, contents and cabooses) ÷ equated net tons of fuel consumed as reported to Interstate Commerce Commission in years 1922 to 1934, inclusive, on Form OS-A and as reported in Years 1936, 1938 and 1939 on Forms OS-A and OS-E respectively.

Defendant's Exhibit No. 104 (Witness White)  
Dec. 11, 1940

CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY  
NUMBER OF CARS OF REVENUE FREIGHT CARRIED DURING THE

CLASS NUMBER (a)	COMMODITY GROUP OR CLASS (b)	RECEIVED FROM				11/40 TOTAL CARRIED (g)	
		ORIGINATING ON LINE		CONNECTING CARRIERS			
		TERMINATING DELIVERED TO	ON LINE	CONNECTING CARRIERS	TERMINATING DELIVERED TO		
		(c)	(d)	(e)	(f)		
110	Oranges & grapefruit	-	-	2,028	2,756	4,784	
111	Lemons, limes & citrus fruits n.o.s.	-	-	91	177	268	
120	Apples, fresh	194	77	1,709	7,154	9,134	
121	Bananas	-	-	2,811	1,007	3,818	
122	Berries, fresh	3	1	145	109	258	
123	Cantaloupes & melons n. o. s.	9	1	408	979	1,397	
124	Grapes, fresh	33	61	217	1,367	1,678	
125	Peaches, fresh	23	53	474	577	1,127	
126	Watermelons	27	2	170	115	314	
127	Fruits, fresh domestic n. o. s.	10	3	651	1,931	2,595	
128	Fruits, fresh tropical n. o. s.	-	-	44	17	61	
130	Potatoes other than sweet	1,058	3,057	4,452	4,889	13,456	
140	Cabbage	42	71	335	206	654	
141	Onions	18	51	347	437	853	
142	Tomatoes	8	-	420	594	1,022	
143	Vegetables, fresh n. o. s.	115	318	3,616	8,873	12,922	
Total 110 to 143, Inclusive		1,540	3,695	17,918	31,188	54,341	
800	Total Products of Agriculture	81,567	39,468	33,841	40,046	194,922	
850	Total Carload Traffic	307,035	235,642	235,781	161,177	939,635	

Defendant's Exhibit No. 105 (Witness Gareiss)

Dec. 11, 1940

ILLINOIS CENTRAL RAILROAD COMPANY

NUMBER OF CARLOADS OF REVENUE FREIGHT CARRIED OF CERTAIN SELECTED COMMODITIES,  
TOTAL PRODUCTS OF AGRICULTURE AND TOTAL CARLOAD TRAFFIC, AS SHOWN ON SCHEDULE  
541 OF THE ANNUAL REPORT TO THE INTERSTATE COMMERCE COMMISSION.

CALENDAR YEAR 1939

CLASS NUMBER (a)	COMMODITY GROUP OR CLASS (b)	ORIGINATING ON RESPONDENT'S ROAD		RECEIVED FROM CONNECTING CARRIERS		TOTAL CARRIED (e)	
		TERMINATING DELIVERED TO		TERMINATING DELIVERED TO			
		ON LINE (c)	CONNECTING CARRIERS (d)	ON LINE (e)	CONNECTING CARRIERS (f)		
110	Oranges & grapefruit	1	4	4,122	2,820	6,947	
111	Lemons, limes & citrus fruits n.o.s.	1	-	226	563	790	
120	Apples, fresh	32	187	1,348	1,639	3,206	
121	Bananas	7,705	10,249	2,722	3,229	23,905	
122	Berries, fresh	61	193	99	96	449	
123	Cantaloupes & melons n. o. s.	2	6	88	306	402	
124	Grapes, fresh	-	-	180	1,818	1,998	
125	Peaches, fresh	74	300	293	196	863	
126	Watermelons	45	65	1,232	1,031	2,373	
127	Fruits, fresh domestic n. o. s.	43	97	460	1,993	2,593	
128	Fruits, fresh tropical n. o. s.	2	13	161	178	354	
130	Potatoes other than sweet	97	126	7,451	6,311	13,985	
140	Cabbages	416	2,031	931	646	4,026	
141	Onions	77	26	685	452	1,240	
142	Tomatoes	370	1,597	753	931	3,651	
143	Vegetables, fresh n. o. s.	521	806	2,792	6,669	10,788	
Total		9,449	15,700	23,543	28,878	77,570	
800	Total Products of Agriculture	68,056	56,839	49,431	50,876	225,202	
850	Grand Total Carload Traffic	276,441	327,600	263,007	232,849	1,099,897	

Defendant's Exhibit No. 106 (Witness Gareiss)  
Dec. 11, 1940

THE YAZOO AND MISSISSIPPI VALLEY RAILROAD COMPANY

STATEMENT SHOWING NUMBER OF CARLOADS OF REVENUE FREIGHT CARRIED OF CERTAIN SELECTED COMMODITIES, TOTAL PRODUCTS OF AGRICULTURE AND TOTAL CARLOAD TRAFFIC, AS SHOWN ON SCHEDULE 541 OF THE ANNUAL REPORT TO THE INTERSTATE COMMERCE COMMISSION.

CALENDAR YEAR 1939

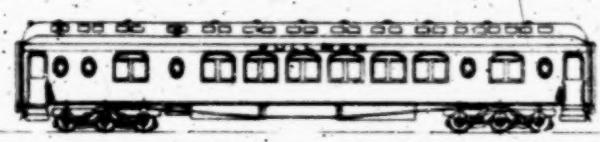
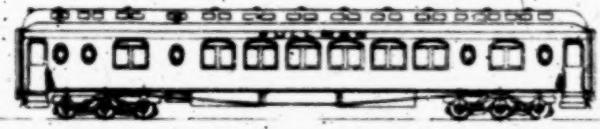
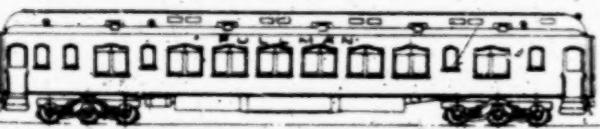
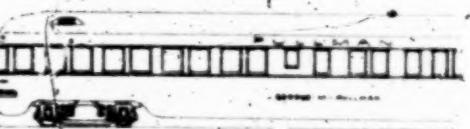
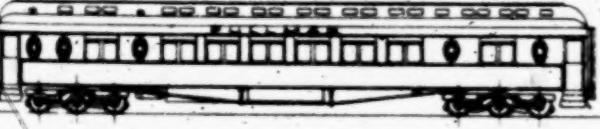
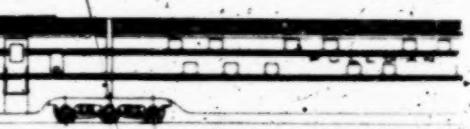
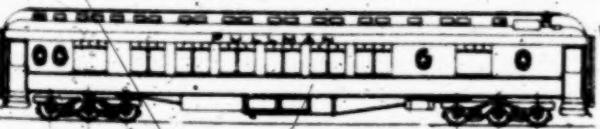
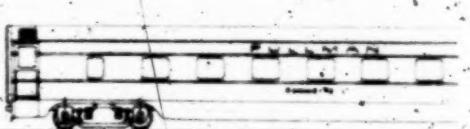
CLASS NUMBER (a)	COMMODITY GROUP OR CLASS (b)	ORIGINATING ON RESPONDENT'S ROAD		RECEIVED FROM CONNECTING CARRIERS		TOTAL CARRIED (g)
		TERMINATING ON LINE (c)	DELIVERED TO CONNECTING CARRIERS (d)	TERMINATING ON LINE (e)	DELIVERED TO CONNECTING CARRIERS (f)	
110	Oranges & grapefruit	11	1	293	345	650
111	Lemons, limes & citrus fruits n.o.s.	-	-	78	611	689
120	Apples, fresh	1	-	184	47	232
121	Bananas	20	16	101	276	413
122	Berries, fresh	-	-	-	1	1
123	Cantaloupes & melons n. o. s.	-	11	3	27	41
124	Grapes, fresh	-	-	64	90	154
125	Peaches, fresh	-	-	4	15	19
126	Watermelons	-	105	3	62	170
127	Fruits, fresh domestic n. o. s.	1	-	6	8	15
128	Fruits, fresh tropical n. o. s.	-	1	-	-	1
130	Potatoes other than sweet	10	211	433	141	795
140	Cabbages	8	312	49	153	522
141	Onions	1	-	73	104	178
142	Tomatoes	4	350	51	237	642
143	Vegetables, fresh n. o. s.	1	744	278	905	1,928
Total		57	1,751	1,620	3,022	6,450
800	Total Products of Agriculture	28,009	15,208	8,842	7,993	60,052
850	Grand Total Carload Traffic	80,235	80,534	66,687	38,791	266,247

Dec. 11, 1940.

## THE PULLMAN COMPANY

## CHRONOLOGY OF ADVANCES IN SLEEPING CAR CONSTRUCTION

YEARS 1900 TO 1940

YEAR	NEW FEATURES	LENGTH ONE PLATFORMS	AVERAGE WEIGHT ONE PLATFOR	AVERAGE WEIGHT OF ONE TRUCK	SIDE ELEVATION	
					COUPLED	TRUCKS
1900	HELICAL SPRING DRAFT GEAR. NATIONAL COUPLERS WITH VEECH CENTERING DEVICE. IRON BODY, BODY BOLSTERS, WOOD & STEEL TRUCKS AND UNDERFRAMES. WOOD BODY WITH WOOD & COTTON FLOOR, ENAMEL INTERIOR. WOOD FRAME VESTIBULE.	78'-10"	120,000 lbs	18,000 lbs		
1901						
1902						
1903	RAIL BRAKE SCHEDULE ONE 16" CYLINDER BODY ALUM. IRON & WHEEL TRUCK, WOOD FRAME, STEEL PLATES. TRIPLE BEAMS, 3' x 8" JOURNALS. PIPE BRAKE BEAMS, PINE PLATE STEEL WHEELS, 36" DR. JEWELRY HOT WATER HEAT. PINTLE END LIGHTING. 1/8" STEEL TERRYLIN.	78'-10"	120,000 lbs	18,000 lbs		
1904	NATIONAL COUPLERS WITH CHAFFEE CENTERING DEVICE RAIL BRAKE SCHEDULE ONE 16" CYLINDER BODY ALUM. IRON & WHEEL TRUCK, WOOD FRAME, STEEL PLATES. TRIPLE BEAMS, 3' x 8" JOURNALS. DIAMOND SPECIAL FORGED STEEL BRAKE BEAMS.	80'-4"	122,000 lbs	19,000 lbs		
1906	WESTINGHOUSE D-3 HEDGE TYPE REACTION DRAFT GEAR. BUNNIP 3-STEAM COUPLERS. CAST STEEL BODY BOLSTERS. WOOD & STEEL VESTIBULE. RAIL BRAKE SCHEDULE, TWO 16" CYLINDERS. GAS & ELECTRIC LIGHTS WITH HEAD END ELECTRIC UNIT.	81'-6"	120,000 lbs	19,000 lbs		
1907	FIRST ALL STEEL STRUCTURE PULLMAN CAR. TRUSS POD STEEL UNDERFRAMES WITH 10' 2" BUMPS. STEEL BODY WITH STEEL PLATE EXTERIOR. STEEL ROOF. STEEL VESTIBULE. RAIL BRAKE SCHEDULE WITH ONE 16" CYLINDER. GAS & ELECTRIC LIGHTS WITH BATTERIES.	80'-5"	148,625 lbs	20,300 lbs		
1910	BODY, STEEL, WITH INTERLOCKING STEEL SHEATHING EXTERIOR, STEEL ROOF, & STEEL VESTIBULE. COMBINATION CAST STEEL PLATFORMS & BODY BOLSTERS. BUILT UP STEEL CENTER PILLS, ENAMEL STEEL INTERIOR. NEW HYDRO CAST STEEL TRUCK, 5' x 8" JOURNALS, TRIPLE BEAMS. PINTLE COUPLERS, VEECH HEAT. ELECTRIC LIGHTS WITH FULL BROWN GENERATOR.	81'-10"	150,100 lbs	22,000 lbs		
1911	P.C. BRAKE SCHEDULE, WITH TWO 16" CYLINDERS.	81'-10"	153,000 lbs	22,000 lbs		
1912	CREECO TROLLEY TYPE STEEL BRAKE BEAMS.	81'-10"	151,100 lbs	22,000 lbs		
1913	REMOVABLE STEEL U-BRACE CONSTRUCTION. CALLED STEEL MODELS, 36' DR.	81'-10"	151,100 lbs	22,000 lbs		

(ke)

## R CONSTRUCTION

SIDE ELEVATION	YEAR	NEW FEATURES	LENGTH ONE PLATFORM	WEIGHT ONE COUPLED	AVERAGE WEIGHT OF ONE TRUCK
	1923	LENGTH OF CARS INCREASED. WEIGHT OF CARS INCREASED.	82'-11"	161,700 lb	22,800 lb
	1927	NEW 2411 CAST STEEL TRUCK. WAUGH RUBBER PLATES DRAFT GEAR. E' STREAM TRAINLINE METAL CONNECTORS. FIRST MECHANICAL AIR CONDITIONING SYSTEM TRIED OUT ON EXISTING CARS.	82'-11"	170,000 lb	24,000 lb
	1929	FIRST TEST APPLICATION OF ICE ACTUATED AIR CONDITIONING SYSTEM TO EXISTING CARS.			
	1933	FIRST ALL ALUMINUM LIGHTWEIGHT PULLMAN CAR. SPECIAL HIGH RUBBER TYPE DRAFT GEAR. SPECIAL TYPE 'D' COUPLER, ROLLED STEEL WHEELS. 105°F FORGED ALUMINUM ALLOY BRAKE BEAMS. H-C-B BRAKE SCHEDULE, 16" Dia CYLINDER. SPECIAL 4-WHEEL TRUCKS, LATER CHANGED TO 673 6-WHEEL CAST STEEL TRUCKS. ALUMINUM ALLOY UNDERFRAME AND BODY. ALUMINUM ALLOY BODY BOLSTERS BUILT UP TYPE. ALUMINUM ALLOY ROOF, E' STREAM TRAINLINE. ALUMINUM ALLOY VESTIBULE SPECIAL. VAPOR HEAT, AIR CONDITIONED.	84'-3"	119,700 lb	
	1934	ALL ALUMINUM ARTICULATED STREAMLINER "CITY OF PORTLAND". ALUMINUM CONSTRUCTION.	64'-6"	63,690 lb	16,200 lb
	1935	WHEELS WITH CANTER, MINERAL SEATS AND CENTERS INTRODUCED FOR CONVENTIONAL & LIGHT WEIGHT CARS.			
	1936	LIGHT WEIGHT TRAIN CAR UNIT. ARTICULATED SHODDED TIRES HIGH TENSILE STEEL CAR STRUCTURE. SPECIAL HIGH RUBBER MAT DRAFT GEAR, THAT USE CENTER H-C BEAMS WITH THREE HOLLOW CYLINDERS, 8" DIAMETER. TRUCKS: TWO 4-WHEEL TRIPLE BOLSTER ONE 6-WHEEL DOUBLE BOLSTER. PULLED BEARING JOURNALS, 36" Dia ROLLED STEEL WHEELS, UNDERFRAME, BODY, BODY BOLSTERS & BODY HIGH TENSILE STEEL. AIR CONDITIONED. BUILT UP ALLOY STEEL VESTIBULE.	153'-0"	COMPARISON 223,200 lb	4-WHEEL 9,600 lb  6-WHEEL 28,400 lb
	1936	CITY OF LOS ANGELES STREAMLINER. CITY OF SAN FRANCISCO STREAMLINER. CITY OF DENVER STREAMLINER.	66'-10"	70,436 lb	18,788 lb
	1936	66'-10"	69,660 lb	18,636 lb	
	1936	69'-6"	70,280 lb	17,888 lb	
	1937	FIRST WELDED SHODDED TIRES HIGH TENSILE STEEL. CAR STRUCTURE. WAUGH RUBBER MATT DRAFT GEAR. H-C BRAKE SCHEDULE WITH FOUR 16" TRUCK HOLLOW CYLINDERS. HEAT TREATED 36" Dia STEEL WHEELS. E' STREAM TRAINLINE. TRUCKS: 4 MINERAL ROLLED STEEL TRIPLE BOLSTER. AIR CONDITIONED.	84'-6"	130,630 lb	18,850 lb
	1938	NEW LIGHT WEIGHT HIGH TENSILE STEEL CAR STRUCTURE, WITH TRUSS FRAME & CORRUGATED STAINLESS STEEL EXTERIOR SHEET. H-C BRAKE SCHEDULE. BEAMS H-C SCHEDULED INTO FOUR 16" TRUCK HOLLOW CYLINDERS. TRUCKS: 45" 4-WHEEL TRIPLE BOLSTER. HIGH TENSILE STEEL ROLLING STAINLESS STEEL EXTERIOR. 36" Dia JOURNALS.	84'-6"	116,000 lb	18,800 lb

			COUPLED	6 TRUCKS	ONE TRUCK
		1900 1901 1902 1903	HELICAL SPRING DRAFT GEAR. NATIONAL COUPLERS WITH IRON CENTERING DEVICE. WIND STEEL BODY BALLOONS. WOOD & STEEL TRUCK FOR DISCHARGE. WOOD BODY WITH WOOD & CAVES FOR CARGO INTERIOR. WOOD FRAME VESTIBULE. PH SERVICE SCHEDULE ONE 16' CYLINDER BODY HUNG. NINER 6 WHEEL TRUCK WOOD TIRE, 2 STEEL AXLES. TRIPLE BEAMS, 40' LBT, 100' L.	78'-10"	120,000 lb 19000 lb
		1904	NATIONAL COUPLERS WITH CHAFFEE CENTERING DEVICE. PH SERVICE SCHEDULE ONE 16' CYLINDER BODY HUNG. NINER 6 WHEEL TRUCK WOOD TIRE, 2 STEEL AXLES. TRIPLE BEAMS, 40' LBT, 100' L. DIAMOND SPECIAL FORGED STEEL BRAKE BEAMS.	80'-4"	122,000 lb 19000 lb
		1906	WESTINGHOUSE D-3 HEDGE TYPE FRICTION DRAFT GEAR. BUNNIN 3 STEM COUPLERS. CAST STEEL BODY, BALLOONS. WOOD & STEEL VESTIBULE. LN SERVICE SCHEDULE TWO 16' CYLINDERS. EAS & ELECTRIC LIGHTS, WITH HEAD END ELECTRIC UNIT.	81'-6"	126,000 lb 19000 lb
		1907	FIRST ALL STEEL STRUCTURE, PULLMAN CAR. TRUSS ROOF STEEL UNDERFRAME WITH 16' I-BEAM GUSSES. STEEL BODY WITH STEEL PLATE EXTERIOR. STEEL ROOF. STEEL VESTIBULE. PH BRAKE SCHEDULE WITH ONE 16' CYLINDER. EAS & ELECTRIC LIGHTS WITH BATTERIES.	80'-5"	165,650 lb 20,300 lb
		1910	BODY STEEL, WITH INTERLOCKING STEEL SHEATHING. EXTERIOR STEEL ROOF & STEEL VESTIBULE. COMBINATION CAST STEEL PLATFORMS & BODY BALLOONS. BUILT UP STEEL CENTER GULF 20' DEEP, STEEL INTERIOR. NEW NINE 6 WHEEL TRUCK, 800 LB AXLES, STEEL BEAMS. PIT COUPLERS, VAPOR HEAT. ELECTRIC LIGHTS WITH RAIL DESIGN GENERATOR.	81'-10"	150,000 lb 22,000 lb
		1911	P.C. BRAKE SCHEDULE WITH TWO 16' CYLINDERS.	81'-10"	150,300 lb 22,000 lb
		1912	COCO TOUGAIS TYPE STEEL BRAKE BEAMS. VESTIBULE STEEL U-BEAM CONSTRUCTION. ROLLER STEEL AXLES, 36" dia.	81'-10"	151,100 lb 22,000 lb
		1913	BUILT UP STEELSTEEL STEEL BALLOONS & PLATFORMS.	81'-10"	153,300 lb 22,000 lb
		1916	NEW STRUCTURAL STEEL FRAMING WITH STEEL PLATE EXTERIOR. PC BRAKE SCHEDULE WITH TWO 16' CYLINDERS. OR ONE 16' CYLINDER.	81'-10"	153,500 lb 22,000 lb
		1917	COCO BRAKE SYSTEM INSTALLED TO NEW TYPE STEEL CAST STEEL 6-WHEEL TRUCK. FORGED STEEL BRAKE BEAMS, SIMPLEX TYPE.	81'-10"	154,000 lb 22,000 lb
		1920 1921	WESTINGHOUSE TWO HOG FRICTION PLATE, DRAFT GEAR, TYPE D COUPLERS, QUADRUPLE STEEL TIRES. NEW NINE 6 WHEEL TRUCK WITH COUP BODIES. TRIANGULAR CARGO BOXES, 2 STEM TRENLINE. REMOVAL OF CARGO ENCLUSED.	81'-11"	159,000 lb 22,000 lb

BRAKE

PM. EMERGENCY BRAKING RATIO

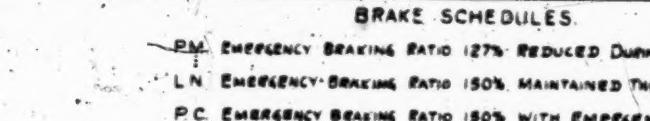
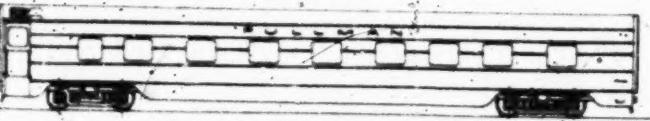
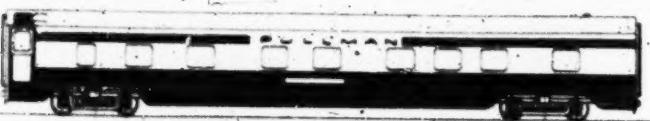
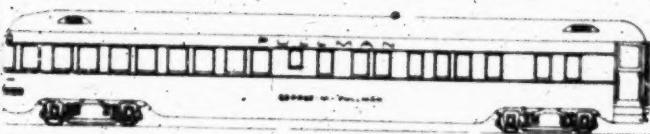
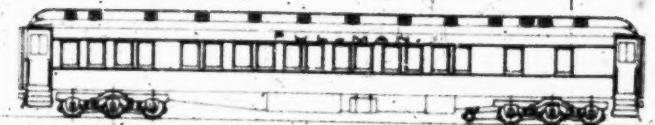
LN. EMERGENCY BRAKING RATIO

PC. EMERGENCY BRAKING RATIO

- SERVICE APPLICATION DEC

U.C. SAME AS PC EXCEPT IF CA

H.S.C. OPERATED SAME AS UC



#### BRAKE SCHEDULES.

P.M. EMERGENCY BRAKING RATIO 127% REDUCED DURING STOPPING TIME.

L.N. EMERGENCY BRAKING RATIO 150% MAINTAINED THROUGHOUT STOP.

P.C. EMERGENCY BRAKING RATIO 150% WITH EMERGENCY AFTER LIGHT SERVICE APPLICATION DESIGNED FOR 100 LB TRAIN LINE PRESSURE.

U.C. SAME AS P.C. EXCEPT IT CAN OPERATE AT ANY BRAKE PRESSURE.

H.S.C. OPERATES SAME AS U.C. CAN BE CONNECTED FOR HIGHER BRAKING PRESSURES & ELECTRO PNEUMATIC CONTROL.

	NEW 26'11" CAST STEEL TRUCK. WAUGH RUBBER PLATED DRAFT GEAR. E STEAM TRAINLINE, METAL CONNECTORS. FIRST MECHANICAL AIR CONDITIONING SYSTEM TRIED OUT ON EXISTING CARS.	82'-11"	170,000 LB 24,000 LB	
1927	FIRST TEST APPLICATION OF ICE ACTUATED AIR CONDITIONING SYSTEM TO EXISTING CARS.			
1929				
1933	FIRST ALL ALUMINUM LIGHTWEIGHT PULLMAN CAR. SPECIAL WAUGH RUBBER TYPE DRAFT GEAR. SPECIAL TYPE 'D' COUPLER. ROLLED STEEL WHEELS. P.S.F. FORGED ALUMINUM ALLOY BRAKE DRUMS. H.C. BRAKE SCHEDULE. 6' 6" DAIRY CYLINDER. SPECIAL 4-WHEEL TRUCKS, LATER CHANGED TO 5-YR. 6-WHEEL CAST STEEL TRUCKS. ALUMINUM ALLOY UNDERFRAME AND BODY. ALUMINUM ALLOY ROOF. E STEAM TRAINLINE. ALUMINUM ALLOY VESTIBULE SPECIAL. VAPOR HEAT. AIR CONDITIONED.	84'-3"	119,700 LB	
1934	ALL ALUMINUM ARTICULATED STREAMLINER 'CITY OF PORTLAND' ALUMINUM CONSTRUCTION.	64'-6"	63,690 LB 16,200 LB	
1935	BUCKLE BATH LOWER WHEEL SEATS AND CENTER INTRODUCED FOR CONVENTIONAL & LIGHTWEIGHT CARS.			
1936	LIGHTWEIGHT THIN C.R. UNIT BUCKET SEATS TWO HIGH TENSILE STEEL DAIRY CYLINDERS. SPECIAL WAUGH RUBBER MATT DRAFT GEAR. TIRE LINE CHANGER. H.C. BRAKES WITH THREE DAIRY CYLINDERS. 6'-11" CHAMP. TRUCKS TWO 4-WHEEL TRIPLE BALISTER. ONE 6-WHEEL DOUBLE BALISTER. ROLLER BEARING JOURNALS. 34" DAIRY ROLLED STEEL WHEELS. UNDERFRAMES, BODY, BODY BALISTER, 100% HIGH TENSILE STEEL. AIR CONDITIONED. BUILT UP ROLLED STEEL VESTIBULE.	153'-0"	223,200 LB	4-WHEEL 19,600 LB 6-WHEEL 28,400 LB
1936	'CITY OF LOS ANGELES' STREAMLINER 'CITY OF SAN FRANCISCO' STREAMLINER 'CITY OF SEATTLE' STREAMLINER.	64'-10"	70,936 LB	16,732 LB
		65'-10"	69,660 LB	16,636 LB
		62'-6"	90,980 LB	17,444 LB
1937	FIRST WELDED GIRDERS TYPE HIGH TENSILE STEEL CAR STRUCTURE. WAUGH RUBBER MATT DRAFT GEAR. H.C. BRAKE SCHEDULE WITH FOUR 12" TRUCK MUNG CYLINDERS. HEAT TREATED 36% DAIRY STEEL WHEELS. 2 1/2" STEAM TRAINLINE. TRUCKS 4-WHEEL HIGH TENSILE STEEL TRIPLE BALISTER. AIR CONDITIONED.	84'-6"	130,690 LB 18,850 LB	
1938	NEW LIGHTWEIGHT HIGH TENSILE STEEL CAR STRUCTURE WITH TRUSS FRAME & CORRODED STAINLESS STEEL EXTERIOR. HIGH TENSILE STEEL WHEELS. H.C. BRAKE SCHEDULE WITH FOUR 12" TRUCK MUNG CYLINDERS. TRUCKS 43 E. 4-WHEEL TRIPLE BALISTER. HIGH TENSILE STEEL FRAME, STAINLESS STEEL EXTERIOR. 58" X 10" JOURNALS.	84'-6"	116,000 LB 18,400 LB	
1939	WAUGH THIN TWO RUBBER DRAFT GEAR. TRUCKS 43 E. 4-WHEEL, SHIP EQUALIZER, HEAVY BALISTER SPRINGS, SHOCK ABSORBERS, E STEAM.	84'-6"	126,800 LB 19,000 LB	

THE PULLMAN COMPANY  
OFFICE OF CHIEF ENGINEER  
PULLMAN BLDG. CHICAGO, ILL.  
PRINTED IN U.S.A.

# MICROCARD 22

TRADE MARK 

44

3000 2  
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4



Defendant's Exhibit No. 108 (Witness Peter Parke)  
Dec. 12, 1940

THE PULLMAN COMPANY

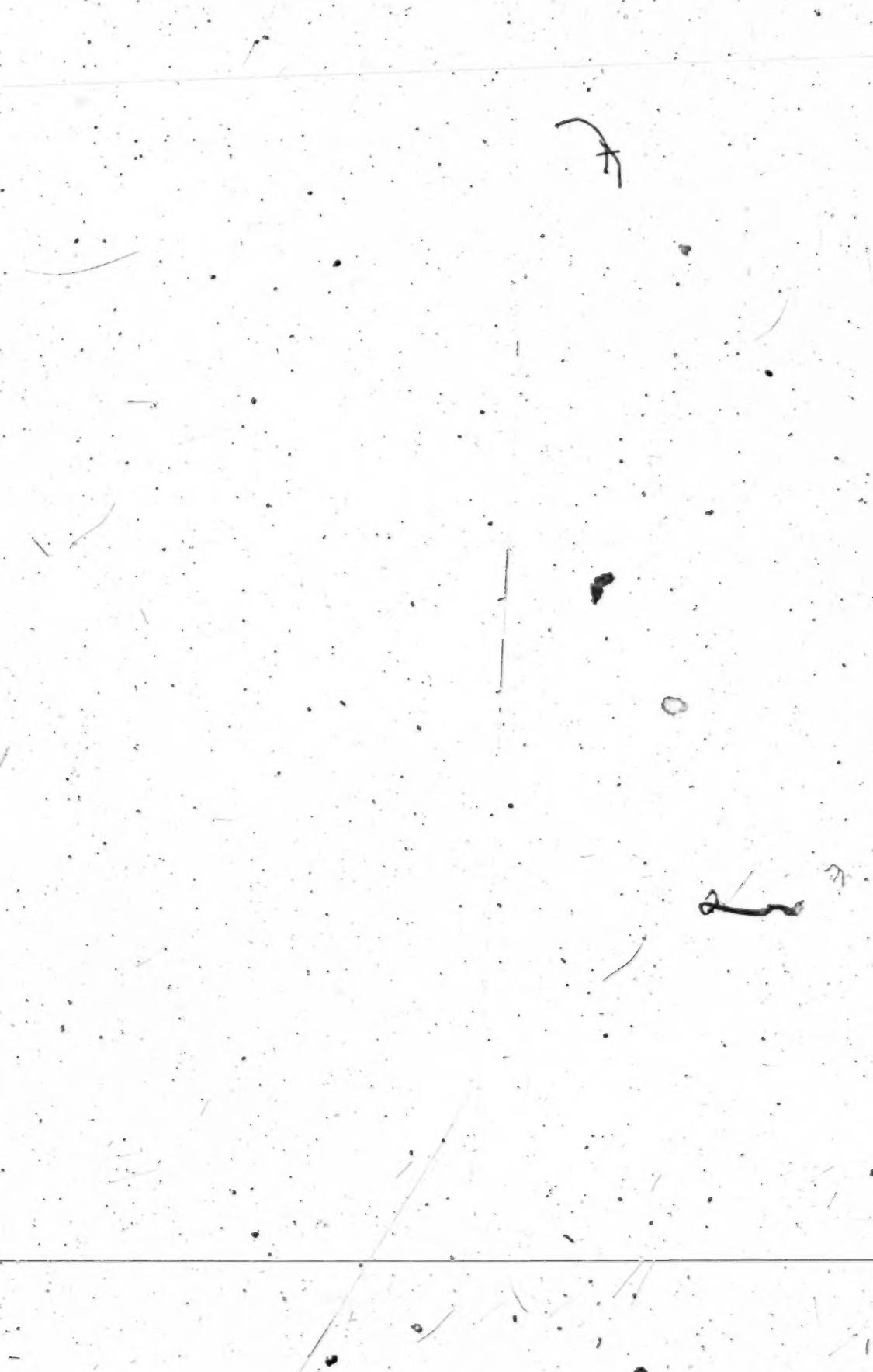
DEC 12 1940

Clerk

NUMBER OF PULLMAN CARS "ON HAND", DECEMBER 31

YEAR (a)	TOTAL DECEMBER 31 (b)	CARS ADDED DURING YEAR								PURCHASED (1)				
		NEW			REBUILT			WOOD (c)	STEEL (d)	TOTAL (e)	WOOD (f)	STEEL (g)	TOTAL (h)	
		WOOD	STEEL	TOTAL	WOOD	STEEL	TOTAL							
1900	3,027	103		103	126					126		9		
1901	3,175	221		221	101					101		8		
1902	3,326	200		200	89					89		11		
1903	3,658	403		403	94					94		-		
1904	3,947	350		350	18					18		-		
1905	4,092	219		219	2					2		-		
1906	4,312	276		276	33					33		-		
1907	4,531	295	1	296	9					9		-		
1908	4,818	295	-	295	12					12		26		
1909	5,025	155	5	160	37					37		93		
1910	5,513	54	519	573	23					23		-		
1911	5,970	-	519	519	82					82		-		
1912	6,164	12	285	297	38					38		-		
1913	7,027		785	785	464					464		257		
1914	7,083		377	377	615					615		-		
1915	7,104		374	374	137					137		-		
1916	7,296		412	412	31					31		-		
1917	7,706		448	448	-					-		61		
1918	7,711		108	108	-					-		-		
1919	7,641		-	-	-					-		-		
1920	7,727		415	415						-		-		
1921	7,826		260	260	-					-		-		
1922	7,765		123	123	1					1		2		
1923	7,602		238	238	56	19				75		-		
1924	8,003		477	477	98	52				150		-		
1925	8,805		887	887	21	-				21		11		
1926	8,952		512	512	27	3				30		-		
1927	9,068		289	289	-	-				-		-		
1928	9,249		206	206	11	-				11		-		
1929	9,528		494	494	2	-				2		-		
			(374)	1394										
1930	9,701		339	339	1	8				9		-		
1931	9,379		2	2	-	5				5		-		
1932	9,276		-	-	-	35				35		-		
1933	8,478					28				28		-		

YEAR	TOTAL DECEMBER 31	CARS ADDED DURING YEAR							
		NEW			REBUILT			PURCHASED	
		WOOD	STEEL	TOTAL	WOOD	STEEL	TOTAL		
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	
1900	3,027	103		103	126		126	9	
1901	3,175	221		221	101		101	8	
1902	3,326	200		200	89		89	11	
1903	3,658	403		403	94		94	-	
1904	3,947	350		350	18		18	-	
1905	4,092	219		219	2		2	-	
1906	4,312	276		276	33		33	-	
1907	4,531	295	1	296	9		9	-	
1908	4,818	295	-	295	12		12	26	
1909	5,025	155	5	160	37		37	93	
1910	5,513	54	519	573	23		23	-	
1911	5,970	-	519	519	82		82	-	
1912	6,164	12	285	297	38		38	-	
1913	7,027		785	785	464		464	257	
1914	7,083		377	377	615		615	-	
1915	7,104		374	374	137		137	-	
1916	7,296		412	412	31		31	-	
1917	7,706		448	448	-		-	61	
1918	7,711		108	108	-		-	-	
1919	7,641		-	-	-		-	-	
1920	7,727		415	415	-		-	-	
1921	7,826		260	260	-		-	-	
1922	7,765		123	123	1		1	-	
1923	7,602		238	238	56	19	75	-	
1924	8,003		477	477	98	52	150	-	
1925	8,805		887	887	21	-	21	11	
1926	8,952		512	512	27	3	30	-	
1927	9,068		289	289	-	-	-	-	
1928	9,249		206	206	11	-	11	-	
1929	9,528		494	494	2	-	2	-	
1930	9,701		339	339	1	8	9	-	
1931	9,379		2	2	-	5	5	-	
1932	9,276		-	-	-	35	35	-	
1933	8,478		1	1	-	28	28	-	
1934	8,473		-	-	-	44	44	-	
1935	8,027		3	3	-	35	35	-	
1936	8,004		19	19	-	38	38	-	
1937	7,763		33	33	-	35	35	-	
1938	7,578		156	156	-	1	1	-	
1939	7,092	LIGHT	78	78	-	58	58	-	



[fol. 542E]

## DEFENDANT'S EXHIBIT No. 109 (Witness Parke)

Dec. 12, 1940

The Pullman Company Classification of Cars Owned as of  
December 31, 1900 to 1939, Inclusive, as Wood, Steel or Lightweight

Year	Cars "On Hand" December 31		
	Total	Wood,	Steel
1900.....	3027	3027	
1901.....	3127	3175	
1902.....	3326	3326	
1903.....	3658	3658	
1904.....	3947	3947	
1905.....	4092	4092	
1906.....	4312	4312	
1907.....	4531	4530	1
1908.....	4818	4817	1
1909.....	6025	5019	6
1910.....	5513	4988	525
1911.....	5970	4926	1044
1912.....	6164	4836	1328
1913.....	7027	4914	2113
1914.....	7083	4593	2490
1915.....	7104	4240	2864
1916.....	7296	4020	3276
1917.....	7706	3983	3723
1918.....	7711	3883	3828
1919.....	7641	3820	3821
1920.....	7727	3493	4234
1921.....	7826	3544	4482
1922.....	7765	3162	4603
1923.....	7042	2764	4838
1924.....	8003	2689	5314
1925.....	8845	2600	6205
1926.....	8932	2241	6711
1927.....	9008	2073	6995
1928.....	9249	2051	7198
1929.....	9528	3940	7588
1930.....	9701	1779	7922
1931.....	9379	1490	7889
1932.....	9276	1388	7888
1933.....	8478	587	7890
1934.....	8473	586	7886
1935.....	8027	154	7869
1936.....	8004	130	7851
1937.....	7763	18	7689
1938.....	7578	17	7349
1939.....	7052	8	6756

Defendant's Exhibit No. 110 (Witness J.B. Baker)  
Dec. 12, 1940

SOUTHERN PACIFIC COMPANY  
(Pacific Lines)

STATEMENT SHOWING BY ACCOUNTS APPRAISED MARKET VALUE OF LAND AND REPRODUCTION COST NEW OF OTHER FACILITIES AS SHOWN IN THE I.C.C. 19A VALUATION REPORTS AS OF VALUATION DATES ADJUSTED FOR ADDITIONS, BETTERMENTS AND RETIREMENTS, AS SHOWN IN CARRIER'S REPORTS TO I.C.C. UNDER VALUATION ORDER 3

DOES NOT INCLUDE ROLLING EQUIPMENTS

Location of Facilities (A)	Reproduction Cost New Including Additions and Betterments less Retirements to December 31, 1923	Additions, Betterments and Retirements January 1, 1924 to December 31, 1939	Total to December 31, 1939	Road Miles (E)	Main Track Miles (G)
	(B)	(C)	(D)	(F)	
<b>PACIFIC LINES</b>					
California	354,945,709	160,220,136	65,803,075	449,362,770	4,290.73
Nevada	35,034,464	13,691,282	6,626,334	42,099,412	663.68
Utah	17,745,809	4,939,506	1,262,159	21,423,216	259.53
Oregon	70,814,021	47,155,392	13,462,593	104,506,820	1,344.20
Arizona	50,441,379	29,336,157	10,901,511	68,876,025	1,208.49
New Mexico	30,921,528	10,959,779	7,538,129	34,343,178	859.53
Texas	6,223,492	1,211,106	430,497	7,004,101	21.96
Off Line Property	651,986	871,432	82,052	1,441,367	-
Total Pacific Lines	566,778,448	268,384,790	106,106,349	729,056,889	8,648.12
<b>TEXAS AND LOUISIANA LINES</b>					
Texas	149,624,899	76,009,787	35,267,737	190,366,949	3,681.55
Louisiana	34,495,611	12,985,149	8,695,910	38,784,850	677.11
Total Texas and Louisiana Lines	184,120,510	88,994,936	43,963,647	229,151,799	4,358.66
GRAND TOTAL	750,898,958	357,379,726	150,069,996	958,208,688	13,006.78
					13,977.26

Defendant's Exhibit No. 111 (Witness J.B.Baker)  
Dec. 12, 1940

SOUTHERN PACIFIC COMPANY  
(Pacific Lines)

Superior Court, Pima Co., Arizona  
State v. S.P.C. No. 20087

Def'ts.Ex.No. (Witness)

STATEMENT SHOWING BY ACCOUNTS APPRAISED MARKET VALUE OF LAND AND REPRODUCTION COST NEW OF OTHER FACILITIES AS SHOWN IN THE I.C.C. 19A VALUATION REPORTS AS OF VALUATION DATES ADJUSTED FOR ADDITIONS, BETTERMENTS AND RETIREMENTS, AS SHOWN IN CARRIER'S REPORTS TO I.C.C. UNDER VALUATION ORDER 3

Sheet 1 of 1 Sheet

TUMA, ARIZONA, TO EL PASO, TEXAS, VIA GILA AND LORSDURG  
TUCSON, ARIZONA, TO EL PASO, TEXAS, VIA DOUGLAS  
WELLTON, ARIZONA, TO PICACHO, ARIZONA, VIA PHOENIX

**SUMMARY**

Account Number	Description	Reproduction Cost New	Additions, Betterments and Retirements		Total
		Including Additions and Betterments less Retirements to December 31, 1923	Additions	Retirements	
(A)	(B)	(C)	(D)	(E)	(F)
1	Engineering	1,285,487	597,483	18,750	1,864,220
2	Land for Transportation Purposes	7,077,966	400,884	21,554	7,457,296
3	Grading	6,374,396	2,925,107	162,150	9,137,353
5	Tunnels and Subways	173,231	1,896	2,500	172,627
6	Bridges, Trestles and Culverts	3,679,459	5,048,753	842,609	7,885,601
8	Ties	4,785,558	2,027,171	217,703	6,595,026
9	Rails	6,853,064	7,833,864	5,382,608	9,304,320
10.	Other Track Material	3,280,419	4,339,736	2,360,845	5,259,310
11	Ballast	2,290,517	1,662,804	35,663	3,917,658
12	Tracklaying and Surfacing	2,799,654	1,494,204	130,617	4,163,241
13	Right of Way Fences	377,973	165,388	27,830	515,521
14	Snow and Sand Fences and Snow Sheds	934	1,128	1,128	934
15	Crossings and Signs	244,071	239,995	29,155	554,911
16	Station and Office Buildings	1,997,624	808,265	442,238	2,363,651
17	Roadway Buildings	668,944	571,854	226,248	1,014,550
18	Water Stations	1,396,464	638,058	347,146	1,687,376
19	Fuel Stations	302,027	433,045	70,808	664,264
20	Shops and Enginehouses	1,536,616	279,177	134,662	1,681,131
21	Gas Producing Plants	8,948	3,650	6,950	5,648
22	Telegraph and Telephone Lines	190,095	359,812	69,120	480,787
23	Signals and Interlockers	907,221	1,620,241	190,389	2,337,073
24	Power Plant Buildings	38,312	7,734	-	46,037
25	Power Transmission Systems	3,959	26,965	6,187	24,737
26	Power Distribution Systems	35,866	53,979	8,036	81,809
27	Power Line Poles and Fixtures	5,309	21,395	1,375	25,329
28	Miscellaneous Structures	147,112	9,886	31,786	125,212
29	Paving	2,949	5,136	-	8,085
30	Roadway Machines	100,485	77,073	50,535	127,023
31	Roadway Small Tools	39,672	6,252	-	45,924
32	Assessments for Public Improvements	57,337	148,466	15,128	190,635
33	Shop Machinery	735,950	398,182	121,593	1,012,539
34	Power Plant Machinery	222,907	48,492	15,714	255,665
35	General Expenditures	497,865	8,499	7,308	499,056
36	Interest during Construction	2,394,406	187	28,971	2,365,622
37	Total	50,512,797	32,364,721	11,007,335	71,870,183

Defendant's Exhibit No. 112 (Witness J. B. Baker)  
Dec. 12, 1940

SOUTHERN PACIFIC COMPANY  
(Pacific Lines)

Superior Court, Yuma County, Arizona  
State v. S.P.C. No. 20007  
Deft's Ex.No. (Witness)

STATEMENT SHOWING BY ACCOUNTS APPRAISED MARKET VALUE OF LAND AND REPRODUCTION COST NEW OF OTHER FACILITIES AS SHOWN IN THE I.C.C. 19A VALUATION REPORTS AS OF VALUATION DATE ADJUSTED FOR ADDITIONS, BETTERMENTS AND RETIREMENTS, AS SHOWN IN CARRIER'S REPORTS TO I.C.C. UNDER VALUATION ORDER 3

WELLTON, ARIZONA, TO PICACHO, ARIZONA, VIA PHOENIX

ARIZONA

Account Number (A)	Description (B)	Reproduction Cost New	Additions, Betterments and Retirements January 1, 1924 to December 31, 1939		Total "to December 31, 1939 (F)
		Including Additions and Betterments less Retirements to December 31, 1923 (C)	Additions (D)	Retirements (E)	
1	Engineering	88,208	538,932	18,741	608,399
2	Land for Transportation Purposes	602,436	241,165	14,647	827,954
3	Grading	296,094	2,036,117	132,221	2,199,990
4	Bridges, Trestles and Culverts	464,946	3,006,932	256,927	3,214,951
5	Ties	302,925	1,356,980	101,697	1,558,208
6	Rails	445,089	2,059,833	470,918	2,034,004
7	Other Track Material	140,894	1,122,617	160,406	1,103,105
8	Railast	50,829	1,207,565	16,732	1,243,662
9	Tracklaying and Surfacing	189,956	1,108,511	70,323	1,228,144
10	Right of Way Fences	36,272	149,172	19,201	166,243
11	Crossings and Signs	15,997	132,620	7,893	140,724
12	Station and Office Buildings	319,851	371,115	59,208	631,758
13	Roadway Buildings	12,618	311,460	28,664	295,414
14	Fater Stations	72,547	214,955	128,255	159,247
15	Fuel Stations	20,940	32,671	3,942	49,668
16	Shops and Enginehouses	94,384	53,006	1,998	145,392
17	Telegraph and Telephone Lines	4,279	64,825	1,401	67,703
18	Signals and Interlockers	207	447,868	16,819	431,256
19	Power Transmission Systems	25	1,118	-	1,143
20	Power Distribution Systems	4,971	7,500	841	11,630
21	Power Line Poles and Fixtures	328	2,894	65	3,157
22	Miscellaneous Structures	9,095	56	2,590	6,551
23	Paving	507	298	-	805
24	Roadway Machines	33,846	13,442	18,795	28,493
25	Roadway Small Tools	3,569	3,820	-	7,389
26	Assessments for Public Improvements	37,318	49,001	1,985	64,334
27	Shop Machinery	117,592	7,711	43,891	81,412
28	General Expenditures	34,100	8,437	7,308	35,229
29	Interest during Construction	136,385	-	28,971	107,414
Total:		3,517,208	14,550,621	1,616,440	16,451,389

Defendant's Exhibit No. 113 (Witness: J.B. Baker)  
Dec. 12, 1940

SOUTHERN PACIFIC COMPANY  
(Pacific Lines)

STATEMENT SHOWING BY ACCOUNTS APPRAISED MARKET VALUE OF LAND AND REPRODUCTION COST NEW OF OTHER FACILITIES AS SHOWN IN THE I.C.C. 19A VALUATION REPORTS AS OF VALUATION DATES ADJUSTED FOR ADDITIONS, BETTERMENTS AND RETIREMENTS, AS SHOWN IN CARRIER'S REPORTS TO I.C.C. UNDER VALUATION ORDER 3

YUMA, ARIZONA, TO EL PASO, TEXAS, VIA GILA AND LORDESBURG

ARIZONA - NEW MEXICO - TEXAS

SUMMARY

Account Number (A)	Description (B)	Reproduction Cost New Including Additions and Betterments less Retirements to December 31, 1923 (C)		Additions, Betterments and Retirements January 1, 1924 to December 31, 1939 (D)		Retirements (E)	Total to December 31, 1939 (F)
				Additions	Retirements		
1	Engineering	682,077	56,204				738,281
2	Land for Transportation Purposes	4,117,554	104,056		4,905		4,216,705
3	Grading	3,077,908	723,185		27,737		3,773,356
4	Bridges, Trestles and Culverts	1,899,451	1,457,578		454,488		2,902,541
5	Ties	2,702,231	558,295		77,563		3,182,963
6	Rails	4,309,750	4,069,781		3,503,419		4,896,112
7	Other Track Material	2,222,428	2,124,633		1,518,559		2,828,502
8	Ballast	1,525,269	394,731		18,401		1,901,599
9	Tracklaying and Surfacing	1,756,767	298,681		47,300		2,008,148
10	Right of Way Fences	189,159	15,406		6,837		197,726
11	Snow and Sand Fences and Snow Sheds	934	1,128		1,128		934
12	Crossings and Signs	140,658	170,700		15,981		295,377
13	Station and Office Buildings	866,820	346,709		184,670		1,028,859
14	Roadway Buildings	454,048	215,883		167,522		502,409
15	Water Stations	953,529	250,608		167,252		1,036,885
16	Fuel Stations	205,046	306,532		45,929		465,649
17	Shops and Enginehouses	554,070	117,117		59,191		611,996
18	Telegraph and Telephone Lines	69,350	233,042		804		301,588
19	Signals and Interlockers	588,953	833,942		131,865		1,291,030
20	Power Plant Buildings	21,227	7,312		9		28,530
21	Power Transmission Systems	3,934	10,244		4,681		9,497
22	Power Distribution Systems	19,844	31,025		4,766		46,103
23	Power Line Poles and Fixtures	3,928	11,319		257		14,990
24	Miscellaneous Structures	102,847	9,779		3,009		109,617
25	Paving	2,442	4,838				7,280
26	Roadway Machines	55,961	32,768		17,895		70,834
27	Roadway Small Tools	21,979	1,312				23,291
28	Assessments for Public Improvements	24,832	81,191		9,712		96,311
29	Shop Machinery	192,260	124,135		45,225		271,170
30	Power Plant Machinery	118,679	44,610		6,985		156,304
31	General Expenditures	263,476	62				263,538
32	Interest during Construction	1,269,317	187				1,269,504
Total		28,416,728	12,556,993		6,526,090		34,547,631

Sheet 2 of 4 Sheets

SOUTHERN PACIFIC COMPANY  
(Pacific Lines)

STATEMENT SHOWING BY ACCOUNTS APPRAISED MARKET VALUE OF LAND AND REPRODUCTION COST NEW OF OTHER FACILITIES  
AS SHOWN IN THE I.C.C. 1934 VALUATION REPORTS AS OF VALUATION DATES ADJUSTED FOR ADDITIONS, BETTERMENTS  
AND RETIREMENTS, AS SHOWN IN CARRIER'S REPORTS TO I.C.C. UNDER VALUATION ORDER 3

YUMA, ARIZONA, TO EL PASO, TEXAS, VIA GILA AND LORDSBURG

ARIZONA

Account Number (A)	Description (B)	Reproduction Cost New Including Additions and Betterments Less Retirements to December 31, 1923	Additions, Betterments and Retirements January 1, 1924 to December 31, 1939	Total to December 31, 1939 (E)
		(C)	(D)	
1	Engineering	475,235	55,730	530,965
2	Land for Transportation Purposes	1,043,724	103,403	1,146,591
3	Grading	2,035,573	675,469	2,700,819
4	Bridges, Trestles and Culverts	1,391,829	1,256,337	2,248,077
5	Ties	1,753,885	448,962	2,157,851
6	Rails	3,120,425	2,596,940	3,455,051
7	Other Track Material	1,657,725	1,419,724	2,048,130
8	Ballast	913,835	300,819	1,211,893
9	Tracklaying and Surfacing	1,097,237	271,132	1,335,610
10	Right of Way Fences	125,468	14,285	133,631
11	Crossings and Signs	48,698	147,056	181,954
12	Station and Office Buildings	597,351	282,928	751,782
13	Roadway Buildings	268,731	118,484	379,748
14	Water Stations	698,293	222,491	804,405
15	Fuel Stations	169,523	199,370	331,802
16	Shops and Enginehouses	520,619	103,023	569,498
17	Telegraph and Telephone Lines	49,663	169,336	218,195
18	Signals and Interlockers	486,489	473,463	872,690
19	Power Plant Buildings	19,990	7,312	27,302
20	Power Transmission Systems	3,934	8,697	8,039
21	Power Distribution Systems	18,681	28,410	42,718
22	Power Line Poles and Fixtures	3,852	10,637	14,232
23	Miscellaneous Structures	89,474	5,024	92,759
24	Paving	-	4,838	4,838
25	Roadway Machines	50,227	29,089	64,797
26	Roadway Small Tools	18,052	947	18,999
27	Assessments for Public Improvements	24,557	70,780	90,826
28	Shop Machinery	183,333	122,864	261,889
29	Power Plant Machinery	109,018	43,863	148,932
30	<u>to 75)</u>			
31	General Expenditures	184,976	-	184,976
32	Interest during Construction	844,750	-	844,750
33	Total	18,025,147	9,191,413	4,332,811
34				22,883,749

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SOUTHERN PACIFIC COMPANY  
(Pacific Lines)

Sheet 3 of 4 Sheets

STATEMENT SHOWING BY ACCOUNTS APPRAISED MARKET VALUE OF LAND AND REPRODUCTION COST NEW OF OTHER FACILITIES AS SHOWN IN THE I.C.C. 19A VALUATION REPORTS AS OF VALUATION DATES ADJUSTED FOR ADDITIONS, BETTERMENTS AND RETIREMENTS, AS SHOWN IN CARRIER'S REPORTS TO I.C.C. UNDER VALUATION ORDER 3

TUMA, ARIZONA, TO EL PASO, TEXAS, VIA GILA AND LORDESBURG

NEW MEXICO

Account Number (A)	Description (B)	Reproduction Cost New. Including Additions and Betterments Less Retirements to December 31, 1923	Additions, Betterments and Retirements January 1, 1924 to December 31, 1939	Total to December 31, 1939 (F)
		(C)	(D)	
1	Engineering	167,997	474	168,471
2	Land for Transportation Purposes	168,825	6	168,825
3	Grading	876,899	22,707	882,120
4	Bridges, Trestles and Culverts	315,482	174,819	440,612
5	Ties	839,057	91,459	904,989
6	Rails	1,069,757	1,473,486	1,310,844
7	Other Track Material	478,721	675,164	679,458
8	Ballast	590,761	91,256	666,430
9	Tracklaying and Surfacing	583,304	18,748	590,373
10	Right of Way Fences	61,241	1,013	61,760
11	Snow and Sand Fences and Snow Sheds	934	1,128	934
12	Crossings and Signs	3,828	23,644	26,771
13	Station and Office Buildings	148,660	22,175	130,019
14	Roadway Buildings	148,704	97,291	106,568
15	Water Stations	238,526	28,069	223,203
16	Fuel Stations	28,026	84,760	108,687
17	Shops and Enginehouses	30,744	14,094	39,791
18	Telegraph and Telephone Lines	19,687	63,706	83,393
19	Signals and Interlockers	68,364	314,486	351,885
20	Power Plant Buildings	1,237	-	1,228
21	Power Transmission Systems	-	1,547	1,458
22	Power Distribution Systems	1,163	2,615	3,385
23	Power Line Poles and Fixtures	76	682	758
24	Miscellaneous Structures	4,644	-	3,374
25	Roadway Machines	5,302	3,679	5,605
26	Roadway Small Tools	3,537	365	3,902
27	Assessments for Public Improvements	-	2,074	1,453
28	Shop Machinery	8,927	1,271	9,281
29	Power Plant Machinery	9,561	747	7,372
30-75)	General Expenditures	65,519	62	65,581
76	Interest during Construction	132,508	187	132,695
Total		6,272,091	3,211,714	2,102,580
				7,381,225

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SOUTHERN PACIFIC COMPANY  
(Pacific Lines)

Sheet 4 of 4 Sheets

STATEMENT SHOWING BY ACCOUNTS APPRAISED MARKET VALUE OF LAND AND REPRODUCTION COST NEW OF OTHER FACILITIES AS SHOWN IN THE I.C.C. 19A VALUATION REPORTS AS OF VALUATION DATES ADJUSTED FOR ADDITIONS, BETTERMENTS AND RETIREMENTS, AS SHOWN IN CARRIER'S REPORTS TO I.C.C. UNDER VALUATION ORDER 3.

TUMA, ARIZONA, TO EL PASO, TEXAS, VIA GILA AND LORDEBRO

TEXAS

Account No. (A)	Description (B)	Reproduction Cost New	Additions, Betterments and Retirements		Total to December 31, 1939 (F)
		Including Additions and Betterments Less Retirements to December 31, 1923	January 1, 1924 to December 31, 1939	Additions	
		(C)	(D)	(E)	
1	Engineering	38,845			38,845
2	Land for Transportation Purposes	2,905,005	647	4,363	2,901,209
3	Grading	165,436	25,009	28	190,417
6	Bridges, Trestles and Culverts	192,140	26,422	4,710	213,852
8	Ties	109,289	17,874	7,040	120,123
9	Rails	119,568	19,355	8,706	130,217
10	Other Track Material	85,982	29,745	14,813	100,914
11	Ballast	20,673	2,656	53	23,276
12	Tracklaying and Surfacing	76,226	8,801	2,862	82,165
13	Right of Way Fences	2,450	108	221	2,337
15	Crossings and Signs	88,132	-	1,480	86,652
16	Station and Office Buildings	120,809	41,606	15,357	147,058
17	Roadway Buildings	16,613	108	628	16,093
18	Water Stations	16,710	48	7,481	9,277
19	Fuel Stations	7,497	22,402	4,739	25,160
20	Shops and Enginbhouses	2,707	-	-	2,707
27	Signals and Interlockers	34,100	15,993	13,638	66,455
35	Miscellaneous Structures	8,729	4,755	-	13,484
36	Paving	2,442	-	-	2,442
37	Roadway Machines	432	-	-	432
38	Roadway Small Tools	390	-	-	390
39	Assessments for Public Improvements	275	8,337	4,580	4,032
to 75)					
77	General Expenditures	12,981	-	-	12,981
76	Interest during Construction	92,059	-	-	92,059
	Total	4,119,490	253,866	90,699	4,282,657

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Defendant's Exhibit No. 114 (Witness J.B. Baker)  
Dec. 12, 1940

SOUTHERN PACIFIC COMPANY  
(Pacific Lines)

STATEMENT SHOWING BY ACCOUNTS APPRAISED MARKET VALUE OF LAND AND REPRODUCTION COST NEW OF OTHER FACILITIES  
AS SHOWN IN THE I.C.C. 19A VALUATION REPORTS AS OF VALUATION DATES ADJUSTED FOR ADDITIONS, BETTERMENTS  
AND RETIREMENTS, AS SHOWN IN CARRIER'S REPORTS TO I.C.C. UNDER VALUATION ORDER 3

TUCSON, ARIZONA, TO EL PASO, TEXAS, VIA DOUGLAS

ARIZONA - NEW MEXICO - TEXAS

SUMMARY

Account Number (A)	Description (B)	Reproduction Cost New Including Additions and Betterments less Retirements to December 31, 1923	Additions, Betterments and Retirements January 1, 1924 to December 31, 1939	Total to December 31, 1939 (F)
		(C)	(D)	
1	Engineering	515,202	2,347	517,540
2	Land for Transportation Purposes	2,356,976	55,663	2,412,637
3	Grading	3,000,394	165,805	3,164,007
4	Tunnels and Subways	173,231	1,896	172,627
5	Bridges, Trestles and Culverts	1,315,062	584,243	1,768,111
6	Ties	1,780,402	111,896	1,853,855
7	Rails	2,098,225	1,684,250	2,374,204
8	Other Track Material	917,097	1,092,486	1,327,703
9	Ballast	714,419	60,508	774,397
10	Tracklaying and Surfacing	852,931	87,012	926,949
11	Right of Way Fences	152,542	810	151,560
12	Crossings and Signs	87,416	36,675	118,810
13	Station and Office Buildings	810,953	90,441	703,034
14	Roadway Buildings	202,276	44,511	216,727
15	Water Stations	370,388	172,495	491,244
16	Fuel Stations	76,041	93,842	148,947
17	Shops and Enginehouses	888,162	109,054	923,743
18	Gas Producing Plants	8,948	3,650	5,648
19	Telegraph and Telephone Lines	116,466	61,945	111,496
20	Signals and Interlockers	318,061	338,431	614,787
21	Power Plant Buildings	17,085	422	17,507
22	Power Transmission Systems	-	15,603	14,097
23	Power Distribution Systems	11,051	15,454	24,076
24	Power Line Poles and Pickets	1,053	7,182	7,182
25	Miscellaneous Structures	35,170	51	9,034
26	Roadway Machines	10,678	30,863	27,696
27	Roadway Small Tools	14,124	1,120	15,244
28	Assessments for Public Improvements	15,187	18,234	29,990
29	Shop Machinery	426,098	266,336	659,957
30	Power Plant Machinery	104,226	3,882	99,361
31-75)	General Expenditures	200,289	-	200,289
36	Interest during Construction	988,704	-	988,704
<b>Total</b>		<b>18,578,861</b>	<b>5,157,107</b>	<b>2,864,805</b>
				<b>20,871,163</b>

SOUTHERN PACIFIC COMPANY  
(Pacific Lines)

Sheet 2 of 4 Sheets

STATEMENT SHOWING BY ACCOUNTS APPRAISED MARKET VALUE OF LAND AND REPRODUCTION COST NEW OF OTHER FACILITIES  
AS SHOWN IN THE I.C.C. 19A VALUATION REPORTS AS OF VALUATION DATES ADJUSTED FOR ADDITIONS, BETTERMENTS  
AND RETIREMENTS, AS SHOWN IN CARRIER'S REPORTS TO I.C.C. UNDER VALUATION ORDER 3

TUCSON, ARIZONA, TO EL PASO, TEXAS, VIA DOUGLAS

ARIZONA

Account Number (A)	Description (B)	Reproduction Cost New Including Additions and Betterments less Retirements to December 31, 1923 (C)	Additions, Betterments and Retirements January 1, 1924 to December 31, 1939 (D)	Retirements (E)	Total to December 31, 1939 (F)
1	Engineering	272,130	1,250	-	273,380
2	Land for Transportation Purposes	358,389	55,243	2	413,630
3	Grading	1,832,727	123,952	1,691	1,954,988
5	Tunnels and Subways	73,105	-	-	73,105
6	Bridges, Trestles and Culverts	882,155	384,514	99,360	1,167,309
8	Ties	922,526	48,731	19,930	951,327
9	Rails	1,088,329	619,875	494,730	1,213,474
10	Other Track Material	485,661	457,730	272,503	670,888
11	Ballast	348,932	55,204	509	403,627
12	Tracklaying and Surfacing	451,678	41,861	6,298	487,241
13	Right of Way Fences	82,931	511	613	82,829
15	Crossings and Signs	21,999	16,780	387	38,392
16	Station and Office Buildings	397,810	33,950	180,131	251,629
17	Roadway Buildings	106,121	2,379	8,009	100,491
18	Water Stations	189,526	33,032	17,467	205,091
19	Fuel Stations	39,596	39,272	17,950	60,918
20	Shops and Enginehouses	176,672	6,470	15,461	167,681
26	Telegraph and Telephone Lines	65,190	17,799	40,589	42,400
27	Signals and Interlockers	247,012	35,508	17,459	265,061
31	Power Transmission Systems	-	1,486	-	1,486
32	Power Distribution Systems	2,762	1,451	-	4,213
33	Power Line Poles and Fixtures	-	442	-	442
35	Miscellaneous Structures	30,511	51	25,378	5,184
37	Roadway Machines	6,011	5,717	1,690	10,038
38	Roadway Small Tools	5,661	-	-	5,661
39	Assessments for Public Improvements	526	10,403	2,239	8,690
44	Shop Machinery	49,824	2,963	8,536	44,251
75	General Expenditures	106,063	-	-	106,063
76	Interest during Construction	540,171	-	-	540,171
	Total	8,784,018	1,996,574	1,230,932	9,549,660

SOUTHERN PACIFIC COMPANY  
(Pacific Lines)

Sheet 3 of 4 Sheets

STATEMENT SHOWING BY ACCOUNTS APPRAISED MARKET VALUE OF LAND AND REPRODUCTION COST NET OF OTHER FACILITIES AS SHOWN IN THE I.C.C. 19A VALUATION REPORTS AS OF VALUATION DATES ADJUSTED FOR ADDITIONS, BETTERMENTS AND RETIREMENTS, AS SHOWN IN CARRIER'S REPORTS TO I.C.C. UNDER VALUATION ORDER 3

TUCSON, ARIZONA, TO EL PASO, TEXAS, VIA DOUGLASS

NEW MEXICO

Account Number (A)	Description (B)	Reproduction Cost New	Additions, Betterments and Retirements January 1, 1924 to December 31, 1939		Total to December 31, 1939 (F)
		Including Additions and Betterments less Retirements to December 31, 1923 (C)	Additions (D)	Retirements (E)	
1	Engineering	164,633	626	9	165,250
2	Land for Transportation Purposes	43,983	420	-	44,403
3	Grading	1,023,253	32,363	441	1,055,175
5	Tunnels and Subways	100,126	1,896	2,500	99,522
6	Bridges, Trestles and Culverts	300,800	148,118	31,542	417,376
8	Ties	743,078	42,355	6,926	778,507
9	Rails	909,068	993,009	866,909	1,035,168
10	Other Track Material	388,315	562,048	375,957	574,406
11	Ballast	365,487	3,619	21	369,085
12	Tracklaying and Surfacing	364,965	30,419	3,221	392,163
13	Right of Way Fences	69,611	299	1,179	68,731
15	Crossings and Signs	4,297	20	22	4,295
16	Station and Office Buildings	49,190	8,174	3,731	53,633
17	Roadway Buildings	95,577	41,692	21,932	115,337
18	Water Stations	131,899	88,908	17,203	203,604
19	Fuel Stations	22,235	31,714	2,330	51,619
20	Shops and Enginehouses	6,063	-	2,458	3,605
26	Telegraph and Telephone Lines	44,043	16,184	22,219	38,608
27	Signals and Interlockers	47,119	268,106	7,278	307,947
31	Power Transmission Systems	-	301	301	-
32	Power Distribution Systems	-	1,261	-	1,261
33	Power Line Poles and Fixtures	-	522	-	522
35	Miscellaneous Structures	4,659	-	809	3,850
37	Roadway Machines	2,945	24,556	11,994	15,607
38	Roadway Small Tools	4,230	1,120	-	5,350
44	Shop Machinery	605	-	605	-
to 75)	General Expenditures	64,195	-	-	64,195
77	Interest during Construction	326,196	-	-	326,196
Total		5,277,172	2,297,830	1,379,587	6,195,415

SOUTHERN PACIFIC COMPANY  
(Pacific Lines)

Sheet 4 of 4 Sheets

STATEMENT SHOWING BY ACCOUNTS APPRAISED MARKET VALUE OF LAND AND REPRODUCTION COST NEW OF OTHER FACILITIES AS SHOWN IN THE I.C.C. 19A VALUATION REPORTS AS OF VALUATION DATES ADJUSTED FOR ADDITIONS, BETTERMENTS AND RETIREMENTS, AS SHOWN IN CARRIER'S REPORTS TO I.C.C. UNDER VALUATION ORDER 3

TUCSON, ARIZONA, TO EL PASO, TEXAS, VIA DOUGLAS

TEXAS

Account Number (A)	Description (B)	Reproduction Cost New Including Additions and Betterments less Retirements to December 31, 1923	Additions, Betterments and Retirements January 1, 1924 to December 31, 1939		Total to December 31, 1939 (F)
		(C)	Additions (D)	Retirements (E)	
1	Engineering	78,439	471	-	78,910
2	Land for Transportation Purposes	1,954,604	-	-	1,954,604
3	Grading	344,414	9,490	60	153,844
4	Bridges, Trestles and Culverts	132,107	51,611	292	183,426
5	Ties	114,798	20,810	11,597	124,021
6	Rails	100,828	71,366	46,632	125,562
7	Other Track Material	43,121	72,708	33,420	82,409
8	Ballast	-	1,685	-	1,685
9	Tracklaying and Surfacing	36,288	14,732	3,475	47,545
10	Crossings and Signs	61,120	19,875	4,872	76,123
11	Station and Office Buildings	363,953	48,317	14,498	397,772
12	Roadway Buildings	580	440	121	899
13	Water Stations	48,963	50,555	16,969	82,549
14	Fuel Stations	14,210	22,856	656	36,410
15	Shops and Enginehouses	705,427	102,584	55,554	752,457
16	Gas Producing Plants	8,948	3,650	6,950	5,648
17	Telegraph and Telephone Lines	6,633	27,962	4,107	30,488
18	Signals and Interlockers	23,930	34,817	16,968	41,779
19	Power Plant Buildings	17,065	422	-	17,507
20	Power Transmission Systems	-	13,816	1,205	12,611
21	Power Distribution Systems	8,289	12,742	2,429	18,602
22	Power Line Poles and Fixtures	1,053	6,218	1,053	6,218
23	Roadway Machines	1,722	490	161	2,051
24	Roadway Small Tools	4,233	-	-	4,233
25	Assessments for Public Improvements	14,661	7,831	1,192	21,300
26	Shop Machinery	375,669	263,373	23,336	615,706
27	Power Plant Machinery	104,228	3,882	8,749	99,361
28	General Expenditures	30,031	-	-	30,031
29	Interest during Construction	122,337	-	-	122,337
30	Total	4,517,671	862,703	254,286	5,126,088
31					5439

Defendant's Exhibit No. 115 (Witness L. J. Masson)  
Dec. 12, 1940

SOUTHERN PACIFIC COMPANY - Pacific Lines

OPERATED STEAM MILEAGE BY DIVISIONS AND STATES AS OF DECEMBER 31, 1939

A - OPERATED STEAM MILEAGE BY DIVISIONS

Divisions (1)	First Track			Additional Tracks			Total Main Track (8)	Total Sidings (9)	Grand Total All Tracks (10)
	Main Line (2)	Branch (3)	Total (4)	Main Line (5)	Branch (6)	Total (7)			
Western .....	570.69	345.24	915.93	143.80	-	143.80	1 059.73	705.11	1 764.84
Sacramento .....	867.77	392.60	1 260.37	153.46	-	153.46	1 413.83	587.76	2 001.59
Salt Lake .....	722.12	356.20	1 078.32	342.46	-	342.46	1 420.78	367.58	1 788.36
Portland .....	433.99	732.19	1 166.18	1.76	-	1.76	1 167.94	347.22	1 515.16
Coast .....	371.27	156.89	528.16	78.51	-	78.51	606.67	495.99	1 102.66
San Joaquin - S.O.	354.75	419.56	774.31	41.36	-	41.36	815.67	366.87	1 182.54
San Joaquin - N.O.	-	101.98	101.98	-	-	-	101.98	9.59	111.57
Los Angeles .....	420.75	312.18	732.93	29.34	12.32	41.66	774.59	566.06	1 340.65
Pacific .....	629.30	326.43	955.73	40.12	-	40.12	995.85	338.77	1 334.62
Rio Grande .....	777.32	356.89	1 134.21	33.12	-	33.12	1 167.33	359.87	1 527.20
Total	5 147.96	3 500.16	8 648.12	863.93	12.32	876.25	9 524.37	4 144.82	13 669.19

B - OPERATED STEAM MILEAGE BY STATES

States	Main Line (2)	Branch (3)	Total (4)	Main Line (5)	Branch (6)	Total (7)	Total Main Track (8)	Total Sidings (9)	Grand Total All Tracks (10)
California - S.O....	2 523.22	1 665.53	4 188.75	436.24	12.32	448.56	4 637.31	2 670.44	7 307.75
California - N.O....	-	101.98	101.98	-	-	-	101.98	9.59	111.57
Oregon .....	597.31	746.89	1 344.20	1.76	-	1.76	1 345.96	429.63	1 775.61
Nevada .....	510.08	153.60	663.68	309.74	-	309.74	973.42	258.01	1 231.43
Utah .....	110.69	148.84	259.53	42.91	-	42.91	302.44	78.49	380.93
Arizona .....	743.53	464.96	1 208.49	64.76	-	64.76	1 273.25	429.24	1 702.49
New Mexico .....	641.17	218.36	859.53	2.67	-	2.67	862.20	218.04	1 080.24
Texas .....	21.96	-	21.96	5.85	-	5.85	27.81	51.36	79.17
Total	5 147.96	3 500.16	8 648.12	863.93	12.32	876.25	9 524.37	4 144.82	13 669.19

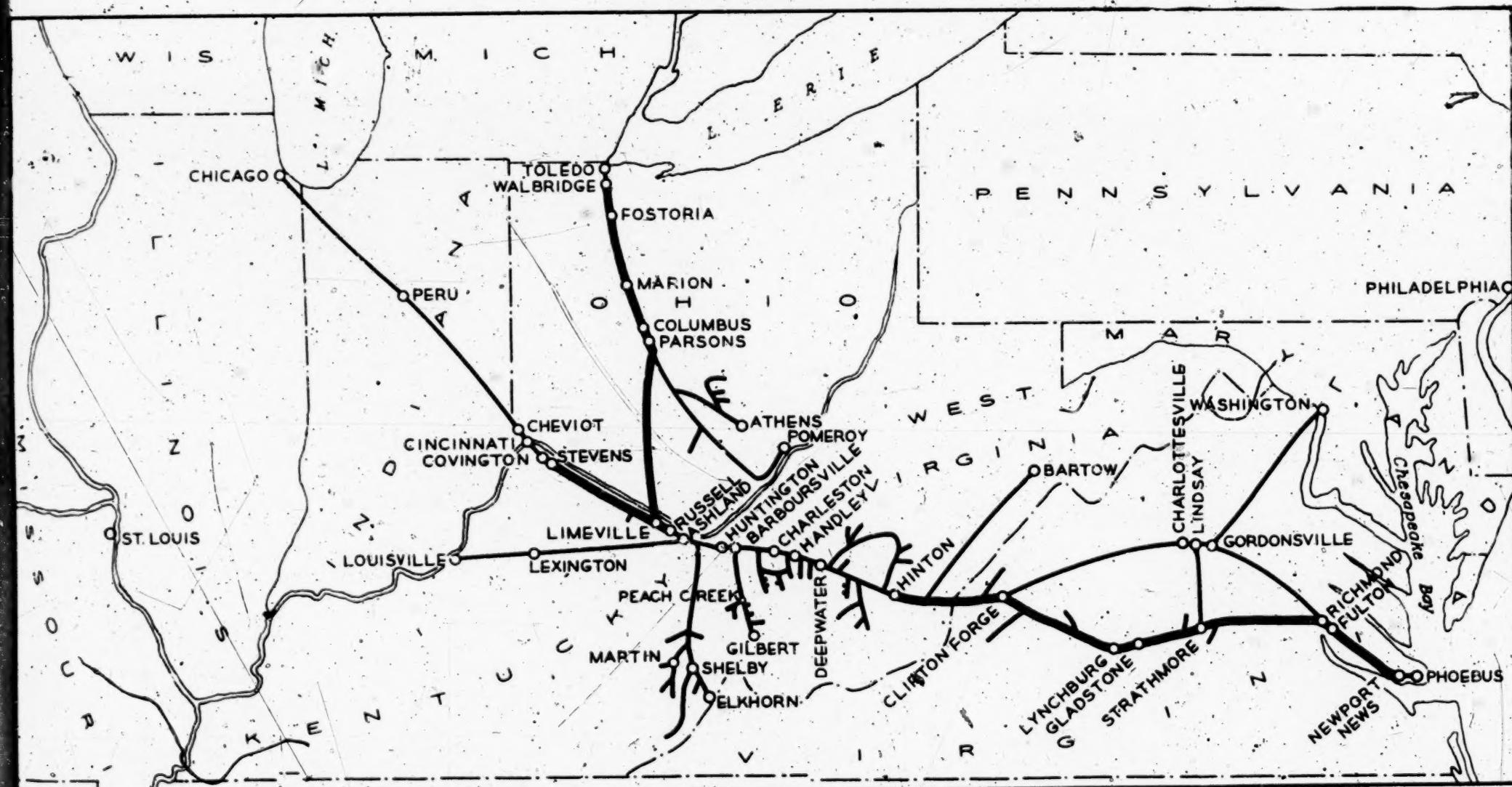
\* Includes 177.73 miles of Western Pacific Railroad Company main track and 24.21 miles of siding between Weso and Alazon, Nevada, operated under trackage rights.

Sources: Records of the Company.

Total of all tracks for all divisions agrees with total of such tracks as shown in column (k), schedule 411, page 400B, of annual report to Interstate Commerce Commission and to the Corporation Commission of the State of Arizona.

Total of all tracks within State of Arizona agrees with total of such tracks as shown in column (k), schedule 811, of annual report to the Corporation Commission of the State of Arizona.

Defendant's Exhibit No. 116 (Witness F.L. Beale)  
Dec. 13, 1940



THE CHESAPEAKE AND OHIO RAILWAY COMPANY

— HEAVY LINE INDICATES TERRITORY COVERED BY  
TYPICAL FREIGHT TRAIN EXHIBIT FOR SEVEN SUB-DIVISIONS.

Defendant's Exhibit No. 117 (Witness F. L. Beale)  
Dec. 13, 1940

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

Freight trains operated between the regular freight engine terminals on Sub-divisions listed, separated to show number of trains handling a maximum number of cars (including caboose) as indicated by the groupings.

Four-weeks period  
Two weeks ending June 24, 1939.  
Two weeks ending Oct. 24, 1939.

26 days represented

Number of trains with maximum cars as listed	James Peninsula Riverina Sub-div. Sub-div. Sub-div.						Cincinnati Alleghany Division Sub-div. Main Line		Northern Sub-div.	Toledo Sub-div.	Total for items listed
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)			
(1)	0- 10	-	-	-	-	8	7	1			16
(2)	11- 20	1	1	-	-	12	1	-			15
(3)	21- 30	2	1	3	6	23	10	3			48
(4)	31- 40	5	-	6	10	11	2	14			46
(5)	41- 50	2	1	14	9	6	8	16			56
(6)	51- 60	-	1	13	18	4	12	17			65
(7)	61- 70	1	3	4	32	30	18	21			109
(8)	71- 80	5	3	10	33	26	18	23			116
(9)	81- 90	3	16	15	3	26	33	19			193
(10)	91-100	3	24	25	26	32	21	27			154
(11)	101-120	15	36	49	83	44	59	50			330

Freight trains operated between the regular freight engine terminals on Sub-divisions listed, separated to show number of trains handling a maximum number of cars (including caboose) as indicated by the groupings.

Four-weeks period  
Two weeks ending June 24, 1939.  
Two weeks ending Oct. 24, 1939.

28 days represented

Number of trains with maximum cars as listed	Peninsula Sub-div.	Rivanna Sub-div.	James River Sub-div.	Alleghany Sub-div.	Cincinnati Division Main Line	Northern Sub-div.	Toledo Sub-div.	Total for items listed
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
(1) 0- 10	-	-	-	-	-	8	7	1 16
(2) 11- 20	1	1	-	-	-	12	1	- 25
(3) 21- 30	2	1	3	6	23	10	3	48
(4) 31- 40	5	-	6	10	11	2	14	48
(5) 41- 50	2	1	14	9	6	8	16	56
(6) 51- 60	-	1	13	18	4	12	17	65
(7) 61- 70	1	3	4	32	30	18	21	109
(8) 71- 80	5	3	10	33	26	18	23	116
(9) 81- 90	3	16	15	43	26	33	19	155
(10) 91-100	3	24	25	26	32	21	27	158
(11) 101-120	15	30	49	83	44	59	50	330
(12M) 121-140	35	35	57	107	21	50	55	360
(13) 141 and over	133	149	169	90	177	520	484	1,722
(14) Total	205	264	365	457	420	759	730	3,200

5442

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Defendant's Exhibit Exhibit No. 119 (Witness F. L. Beale)  
Dec. 13, 1940

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

MAXIMUM NUMBER OF CARS HANDLED IN VARIOUS MAIN LINE PASSENGER TRAIN

TOTAL FOR MONTHS OF JANUARY, APRIL, JULY AND OCTOBER 1939

LINE NO.	TRAIN NO.	REGULAR THROUGH TRAINS BETWEEN WASHINGTON AND CINCINNATI	MILES	NUMBER OF CARS																	17 & OVER (%)	TOTAL
				(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)		
<b>WEST:</b>																						
1	1	George Washington	600	-	-	-	-	-	-	-	-	-	1	74	30	9	7	1	1	123		
2	3	Fast Flying Virginian	600	-	-	-	-	-	-	-	-	-	-	1	19	42	40	21	21	123		
3	5-47	#5 and Sportsman	600	-	-	-	-	-	-	-	-	-	3	23	45	31	10	5	6	123		
<b>EAST:</b>																						
4	2	George Washington	600	-	-	-	-	-	-	-	-	1	5	37	34	27	12	6	1	123		
5	6	Fast Flying Virginian	600	-	-	-	-	-	-	-	-	-	1	34	38	23	11	11	6	123		
6	4	Sportsman	600	-	-	-	-	-	-	-	-	1	1	12	38	41	18	10	2	123		
7		TOTAL		-	-	-	-	-	-	-	-	2	10	130	186	150	100	73	37	738		
8		PER CENT OF TOTAL										.27	1.36	24.39	25.20	20.33	13.55	9.39	5.01	100.00		
Total trains over 14 cars 210 or 28.45%																						
Total trains 14 cars or under 528 or 71.55%																						
Total trains 738 or 100.00%																						
Additional sections of above trains operating whole or part distance																						
Avg. Miles																						
<b>WEST</b>																						
9	1	Section of George Washington	389	-	1	-	1	-	-	-	-	-	1	-	-	3	-	1	-	7		
10	3	Fast Flying Virginian	213	1	2	8	3	6	4	2	6	1	2	-	-	-	1	1	-	37		
11	5	#5 and Sportsman	226	-	-	-	-	-	2	-	-	-	-	-	-	1	-	-	-	3		
<b>EAST</b>																						
12	2	Section of George Washington	471	-	-	1	-	-	-	-	1	-	-	-	1	-	-	-	-	3		
13	6	Fast Flying Virginian	297	-	-	-	2	1	1	2	1	-	-	1	-	3	-	2	-	13		
14	4	Sportsman	353	1	3	-	-	2	1	1	1	-	-	-	1	-	2	-	-	13		
15		TOTAL		2	6	9	6	9	8	5	9	2	3	3	3	8	1	4	1	76		
16		PER CENT OF TOTAL		2.63	7.90	11.64	7.90	11.64	10.52	6.58	11.64	2.63	3.95	3.95	10.52	1.32	5.26	1.32	100.00			
Total trains over 14 cars 6 or 7.90%																						
Total trains 14 cars or under 70 or 92.10%																						
Total trains 76 or 100.00%																						

RECAPITULATION			
	TOTAL TRAINS (u)	TOTAL OVER 14 (v)	PER CENT OF TOTAL (w)
Regular Through Trains	738	210	28.45
Additional Sections	76	6	7.90
<b>TOTAL</b>	<b>814</b>	<b>216</b>	<b>26.54</b>

Defendant's Exhibit No. 120 (Witness Wilbur)  
Dec. 13, 1940

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

(Includes Hocking Valley Railway for entire period)

FREIGHT OPERATING AND  
FREIGHT TRANSPORTATION EXPENSES  
RELATED TO TRAFFIC  
CALENDAR YEARS 1922 TO 1939, INCLUSIVE

YEAR	REVENUE TON MILES	FREIGHT OPERATING EXPENSES	FREIGHT TRANSPORTATION EXPENSES	AVERAGES PER 1000 REVENUE TON MILES	
				FREIGHT OPERATING EXPENSES	FREIGHT TRANSP. EXPENSES
(a)	(b)	(c)	(d)	(e)	(f)
1939	16,041,023,867	\$59,410,440	\$24,188,212	\$ 3.29	1.34
1938	16,054,234,956	54,924,130	22,717,621	3.42	1.42
1937	20,203,850,487	62,454,614	25,470,823	3.09	1.26
1936	20,819,939,979	60,780,779	24,556,665	2.92	1.18
1935	17,531,508,404	53,429,854	21,677,607	3.05	1.24
1934	17,612,662,399	51,228,561	20,473,265	2.91	1.16
1933	16,881,355,028	48,836,608	19,320,843	2.89	1.14
1932	15,572,338,642	45,962,730	18,826,498	2.95	1.21
1931	18,391,434,397	62,072,440	25,067,147	3.38	1.36
1930	20,714,483,352	73,507,138	29,609,330	3.55	1.43
1929	21,953,237,527	84,972,234	32,693,095	3.87	1.49
1928	21,182,681,618	82,225,264	32,986,905	3.88	1.56
1927	22,235,978,853	89,563,454	35,979,165	4.03	1.62
1926	22,393,718,786	91,592,743	36,732,814	4.09	1.64
1925	20,081,770,222	90,093,696	35,073,849	4.49	1.75
1924	16,527,268,079	83,143,646	32,908,087	5.03	1.99
1923	14,953,327,479	80,415,321	33,107,149	5.38	2.21
1922	11,487,568,319	65,052,409	28,696,993	5.66	2.50
TOTAL					
1936- 1939	75,119,049,289	237,569,963	96,933,321	3.16	1.29
TOTAL					

Defendant's Exhibit No. 121 (Witness Wilbur)  
Dec. 13, 1940

THE CHESAPEAKE AND OHIO RAILWAY COMPANY  
(Includes Hocking Valley Railway for entire period)  
FREIGHT SERVICE OPERATING AVERAGES  
CALENDAR YEARS 1922, 1924, 1926, 1928, 1930, 1932, 1934, 1936, 1938 AND 1939

LINE NO. (a)	ITEM (b)											PERCENT INCREASE 1939 OVER 1922 (n)
		(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	
1	Miles of line operated in freight service,.....	2,894	2,901	2,992	3,069	3,094	3,136	3,088	3,050	3,050	3,053	5.5
2	Freight train miles (thousands),.....	9,417	13,945	16,479	14,979	13,570	8,924	9,669	10,901	8,891	9,569	1.6
3	Freight cars per freight train,.....	51.9	53.5	58.1	61.7	66.2	73.6	77.9	81.3	77.3	79.5	53.2
4	Net tons per freight train,.....	1,269	1,276	1,434	1,493	1,608	1,819	1,909	2,094	1,942	2,021	59.3
5	Average tractive power per locomotive (pounds),.....	49,460	53,107	56,127	58,431	63,203	64,788	66,261	68,139	68,445	68,343	38.2
6	Average capacity per freight car (tons),.....	50.6	53.0	54.8	55.5	52.7	53.1	53.2	53.3	53.3	53.2	5.1
7	Freight train speed (miles per hour)	8.8	9.6	10.7	12.4	13.0	13.8	13.9	13.9	15.1	14.8	68.2
8	Gross ton miles per freight train hour,.....	20,308	22,366	28,099	34,392	39,020	46,689	49,737	52,833	54,160	54,855	170.1
9	Net ton miles per freight train hour	11,150	12,192	15,345	18,555	20,022	25,023	26,506	28,730	29,102	29,540	164.9
10	Gross ton miles (exclusive of locomotives and tenders) per ton of fuel,.....	12,911	14,428	17,289	19,128	21,068	23,453	23,405	23,726	23,996	24,651	90.9

SOURCE: Items 1, 2, 3, 4, 7 and 8 - Reports of Freight Train Performance, Form OS-4, filed with Interstate Commerce Commission.

Item 5 - Total tractive effort + total steam locomotives available for service at close of each year, as reported in Schedule 417 of Annual Report to the Interstate Commerce Commission.

Item 6 - Aggregate capacity of all freight carrying cars + total number of such cars available for service at close of year, as reported in Schedule 417 of Annual Report to the Interstate Commerce Commission.

Item 9 - Net ton miles + train hours as reported on Form OS-4 to Interstate Commerce Commission.

Item 10 - Gross ton miles (cars, contents and cabooses) + equated net tons of fuel consumed, as reported in years 1922, 1924, 1926, 1928, 1930, 1932 and 1934 on Form OS-4 to Interstate Commerce Commission and as reported in years 1936, 1938 and 1939 in Schedules 531 and 571 respectively of Annual Report to Interstate Commerce Commission.

Defendant's Exhibit No. 122 (Witness L.S. Wilbur)  
Dec. 13, 1940

THE CHESAPEAKE & OHIO RAILWAY COMPANY  
(Includes Hocking Valley Railway for entire period)

CASUALTIES TO ALL CLASSES OF EMPLOYEES ON DUTY  
AND TO TRAINMEN AND ENGINEMEN ON DUTY  
SUSTAINED IN TRAIN AND TRAIN SERVICE ACCIDENTS

LINE NO.	YEAR	CAR MILES ALL TRANSPORTATION SERVICE AND WORK (Thousands)	CASUALTIES TO ALL EMPLOYEES ON DUTY			CASUALTIES TO TRAINMEN AND ENGINEMEN ON DUTY			CASUALTIES PER 1,000,000 CAR MILES	
			KILLED	INJURED	TOTAL	KILLED	INJURED	TOTAL	ALL EMPLOYEES ON DUTY	TRAINMEN & ENGINEMEN ON DUTY
1	1924	782,565	31	564	595	20	505	525	.76	.67
2	1925	924,241	33	587	620	12	534	546	.67	.59
3	1926	996,055	23	569	592	15	522	537	.59	.54
4	1927	1,010,961	17	457	474	9	413	422	.47	.42
5	1928	961,949	8	376	384	6	345	351	.40	.38
6	1929	910,517	16	322	338	7	292	299	.34	.30
7	1930	936,393	15	283	298	10	244	254	.32	.27
8	1931	826,481	11	219	230	8	189	197	.28	.24
9	1932	696,193	10	198	208	7	180	187	.30	.27
10	1933	745,779	16	157	173	7	143	150	.23	.20
11	1934	781,489	8	157	165	4	141	145	.21	.19
12	1935	766,863	13	164	177	10	149	159	.23	.21
13	1936	885,138	9	167	176	4	146	150	.20	.17
14	1937	862,226	4	189	193	4	176	179	.22	.21
15	1938	722,026	4	122	126	3	103	106	.17	.15
16	1924 to 1927 Incl.	3,713,822	104	2,177	2,281	56	1,974	2,030	.61	.55
17	1928 to 1931 Incl.	3,716,340	50	1,200	1,250	31	1,070	1,101	.34	.30
18	1932 to 1935 Incl.	2,980,334	47	676	723	28	613	641	.24	.22
19	1936 to 1938 Incl.	3,469,390	17	478	495	11	434	435	.20	.18

LINE NO.	YEAR	CAR MILES ALL TRAN- SPORTATION SERVICE AND WORK (Thousands)	CASUALTIES TO ALL EMPLOYEES ON DUTY			CASUALTIES TO TRAINMEN AND ENGINEMEN ON DUTY			CASUALTIES PER 1,000,000 CAR MILES	
			KILLED	INJURED	TOTAL	KILLED	INJURED	TOTAL	ALL EMPLOYEES ON DUTY	TRAINMEN & ENGINEMEN ON DUTY
			(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)
1	1924	782,565	31	564	595	20	505	525	.76	.67
2	1925	926,241	33	587	620	12	534	546	.67	.59
3	1926	996,055	23	569	592	15	522	537	.59	.54
4	1927	1,010,961	17	457	474	9	413	422	.47	.42
5	1928	961,949	8	376	384	6	345	351	.40	.36
6	1929	933,517	16	322	338	7	292	299	.34	.30
7	1930	936,393	15	283	298	10	244	254	.32	.27
8	1931	826,481	11	219	230	8	189	197	.28	.24
9	1932	696,193	10	198	208	7	180	187	.30	.27
10	1933	745,779	16	157	173	7	143	150	.23	.20
11	1934	781,499	8	157	165	4	141	145	.21	.19
12	1935	766,863	13	164	177	10	149	159	.23	.21
13	1936	885,138	9	167	176	4	146	150	.20	.17
14	1937	862,226	4	189	193	4	175	179	.22	.21
15	1938	722,026	4	122	126	3	103	106	.17	.15
16	1924 to 1927 Incl.	3,713,822	104	2,177	2,281	56	1,974	2,030	.61	.55
17	1928 to 1931 Incl.	3,716,340	50	1,200	1,250	31	1,070	1,101	.34	.30
18	1932 to 1935 Incl.	2,980,334	47	676	723	28	613	641	.36	.32
19	1936 to 1938 Incl.	2,469,390	17	478	495	11	434	435	.20	.18
20	IMPROVEMENT - PERIOD 1936 - 1938 COMPARED WITH 1924 - 1927								67.21%	67.27%

SOURCE: Column (b): Annual Reports to Interstate Commerce Commission, Schedule 531.

Columns (c) to (h) inclusive: Interstate Commerce Commission Accident  
Bulletins, Table 99.

**Defendant's Exhibit No. 123 (Witness Wilbur)**  
**Dec. 13, 1940**

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

(Includes Hocking Valley Railway for entire period)

Derailments, all classes of service  
Reportable to the Interstate Commerce Commission  
for the years 1924 to 1938, inclusive

System

Line Number	Year (a)	# Locomotive miles (thousands) (b)	Train miles (thousands) (c)	Car miles (thousands) (d)	Cause					Total Derailments Per		
					Negligence of Employees (e)	Defects in or Failures of Equipment (f)	Defects in or Improper Maintenance of Way and Structures (g)	Miscellaneous (h)	Total (i)	100,000 locomotive miles (j)	100,000 train miles (k)	1,000,000 car miles (l)
(1)	1924	30,557	21,323	782,565	48	187	170	35	500	1.64	2.34	0.64
(2)	1925	33,358	23,548	924,241	51	129	141	75	406	1.22	1.72	0.44
(3)	1926	34,284	23,973	996,055	55	122	111	57	345	1.01	1.44	0.35
(4)	1927	33,724	23,427	1,010,961	36	132	95	40	303	0.90	1.29	0.30
(5)	1928	31,621	22,178	961,349	24	115	84	39	262	0.83	1.18	0.27
(6)	1929	31,344	22,218	993,517	32	109	66	22	209	0.67	0.94	0.21
(7)	1930	28,947	20,851	936,393	28	69	21	23	141	0.49	0.68	0.15
(8)	1931	24,443	17,746	826,481	25	53	19	14	111	0.45	0.63	0.13
(9)	1932	19,845	14,372	686,193	13	38	18	15	84	0.42	0.58	0.12
(10)	1933	20,197	14,184	745,779	13	44	13	22	92	0.46	0.65	0.12
(11)	1934	20,988	14,565	781,499	16	28	13	16	73	0.35	0.50	0.09
(12)	1935	20,603	14,319	766,863	10	32	11	14	67	0.33	0.47	0.09
(13)	1936	23,024	15,605	885,138	8	35	29	14	66	0.37	0.55	0.10
(14)	1937	22,804	15,427	862,236	15	31	10	11	67	0.29	0.43	0.08
(15)	1938	19,673	13,640	722,026	12	23	6	15	56	0.28	0.41	0.08
(16)	1924 to 1927 Incl.	131,923	92,271	3,713,822	200	570	517	267	1,554	1.18	1.68	0.42
(17)	1928 to 1931 Incl.	116,355	82,993	3,718,340	109	346	170	98	723	0.62	0.87	0.19
(18)	1932 to 1938	81,633	57,440	2,980,334	52	142	55	67	316	0.39	0.55	0.11

Line Number	Year	# Locomotive miles (thousands)	Train miles (thousands)	Car miles (thousands)	Cause					Total Derailments Per					
					Negligence of Employees (a)	Defects in or Failures of Equipment (f)	Defects In or Improper Maintenance of Way and Structures (g)	Miscellaneous (h)	Total (i)	100,000 locomotive miles		100,000 train miles		1,000,000 car miles	
										(j)	(k)	(l)	(m)		
(1)	1924	30,557	21,323	782,565	48	187	170	95	500	1.64	2.34	0.64			
(2)	1925	33,350	23,540	924,241	61	129	141	75	406	1.22	1.72	0.44			
(3)	1926	34,284	23,973	996,055	55	122	111	57	345	1.01	1.44	0.35			
(4)	1927	33,726	23,427	1,010,961	36	132	95	40	303	0.90	1.29	0.30			
(5)	1928	31,621	22,178	961,949	24	115	84	39	262	0.83	1.18	0.27			
(6)	1929	31,344	22,218	993,517	32	109	46	22	209	0.67	0.94	0.21			
(7)	1930	28,947	20,851	936,393	28	69	21	23	141	0.49	0.68	0.15			
(8)	1931	24,443	17,746	826,481	25	53	19	14	111	0.45	0.63	0.13			
(9)	1932	19,845	14,372	686,193	13	38	18	15	84	0.42	0.58	0.12			
(10)	1933	20,197	14,184	745,779	13	44	13	22	92	0.46	0.65	0.12			
(11)	1934	20,985	14,565	781,499	16	28	13	16	73	0.35	0.50	0.09			
(12)	1935	20,603	14,319	766,863	10	32	11	14	67	0.33	0.47	0.09			
(13)	1936	23,024	15,605	885,138	8	35	29	14	66	0.37	0.55	0.10			
(14)	1937	22,804	15,427	862,226	15	31	10	11	67	0.29	0.43	0.08			
(15)	1938	19,673	13,640	722,026	12	23	6	15	56	0.28	0.41	0.08			
(16)	1924 to 1927 Incl.	131,923	92,271	3,713,822	200	570	519	267	1,554	1.18	1.68	0.42			
(17)	1928 to 1931 Incl.	116,355	82,993	3,718,340	109	346	170	96	723	0.62	0.87	0.19			
(18)	1932 to 1935 Incl.	81,633	57,440	2,980,334	52	142	55	67	326	0.39	0.55	0.11			
(19)	1936 to 1938 Incl.	65,501	44,672	2,469,390	35	89	45	40	209	0.32	0.47	0.06			
(20)	Improvement period 1936 to 1938 Compared with period 1924 to 1927				82.5%	84.4%	91.3%	85.0%	86.6%	72.7%	72.0%	81.0%			
(21)	Improvement 1938 compared with 1924				75.0%	87.7%	96.5%	84.2%	88.0%	82.9%	82.5%	87.5%			

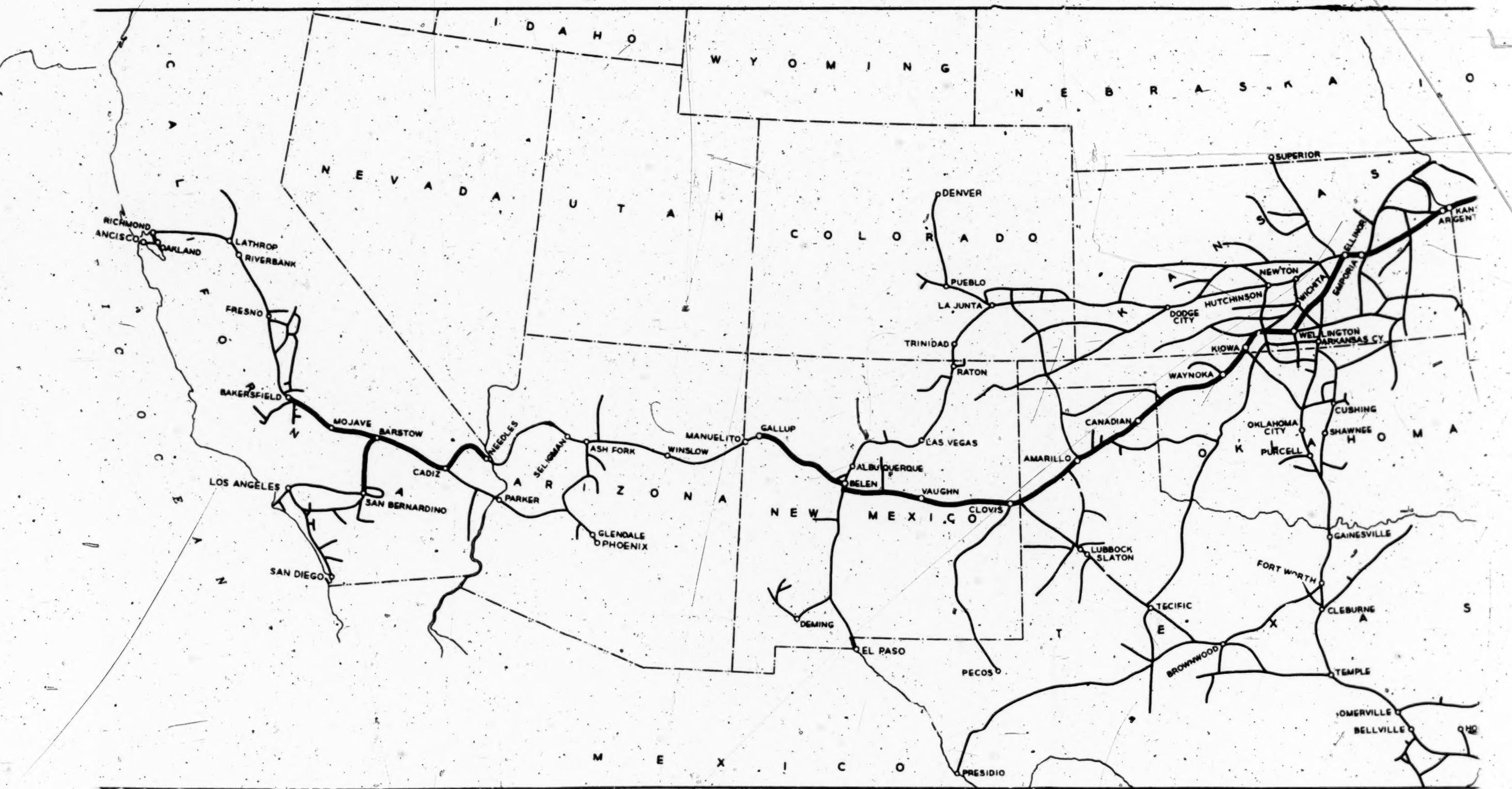
# Includes motor car train miles.

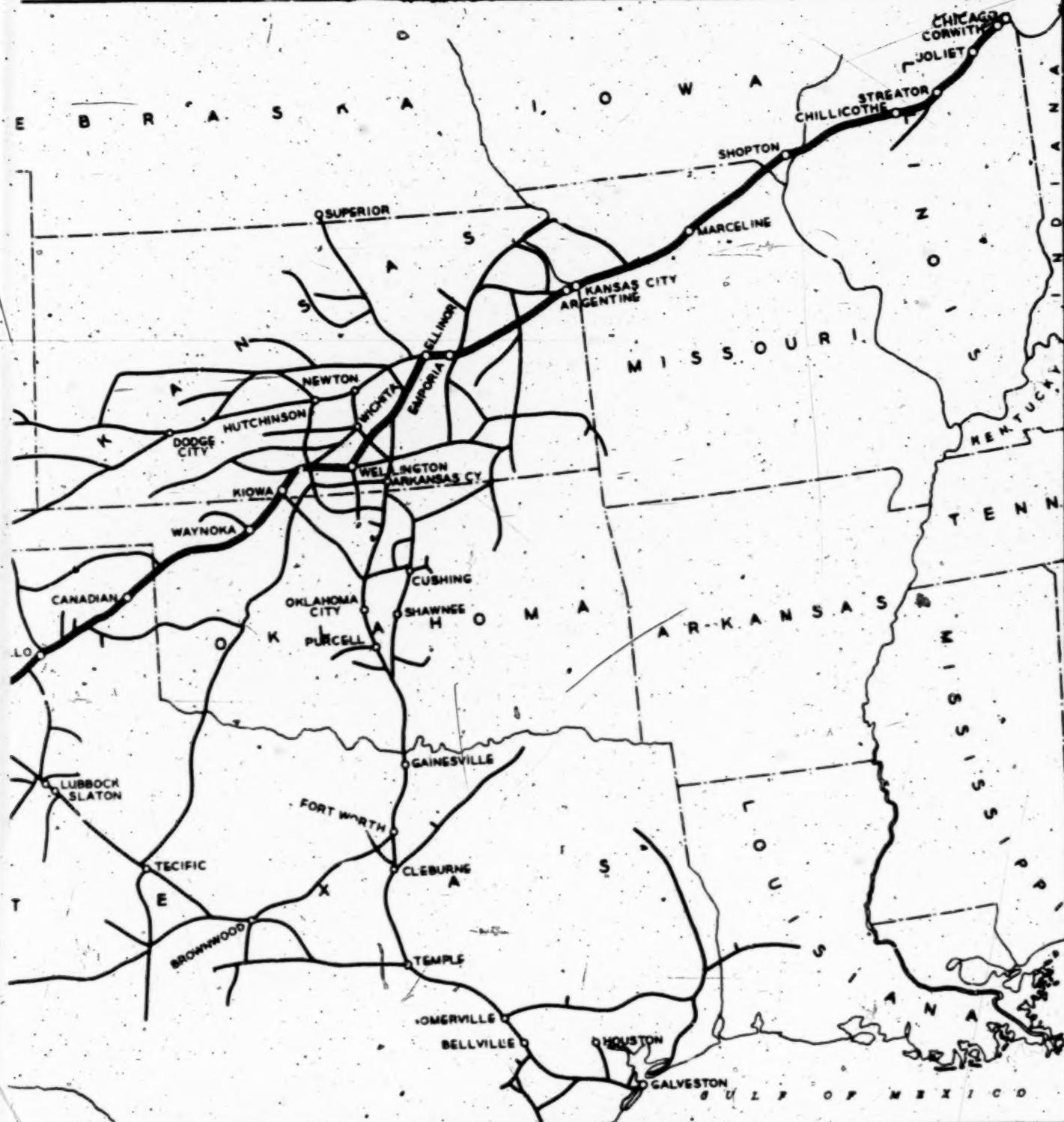
Source - Columns (b), (e) and (g): Annual Reports to the Interstate Commerce Commission, Schedule No. 531.

Columns (a) to (i), both inclusive: Annual Accident Bulletins issued by the Interstate Commerce Commission, Table No. 101.

Defendant's Exhibit No. 124 (Witness Blanchard)

Jan. 6, 1941





THE ATCHISON, TOPEKA AND SANTA FE RAILWAY SYSTEM

— HEAVY LINE INDICATES TERRITORY COVERED BY TYPICAL  
FREIGHT TRAIN EXHIBIT.

Defendant's Exhibit No. 125 (Witness Blanchard)

Jan. 6, 1941

ess

MAIN TRACK OPERATED MILEAGE  
of  
THE A. T. & S. F. R. Y. SYSTEM  
C. E. S., Chicago, Dec., 1940

Los Angeles to Chicago (via Amarillo)

Division	District	Single Trk	East Ed Trk	West Ed Trk	Total
Los Angeles	Third	57.4	14.1	14.1	85.6
" "	First	-	82.8	80.8	163.6
Arizona	Second	-	165.7	167.6	333.3
" "	First	-	143.7	149.0	292.7
Albuquerque	Third	-	143.6	142.7	286.3
" "	Second	-	127.7	127.7	255.4
" "	First	-	134.1	133.7	267.8
" "	Belen	16.3	-	-	16.3
Pecos	Second	135.0	-	-	135.0
" "	First	130.8	-	-	130.8
Plains	Third	85.1	15.6	18.6	122.3
" "	Second	43.0	34.9	54.3	131.3
" "	First	103.7	14.4	4.4	118.5
Panhandle	First	108.6	-	-	108.6
Oklahoma	Second	73.1	25.8	10.8	110.7
" "	First	-	17.3	18.3	35.6
Eastern	Second	-	112.1	112.1	224.2
Missouri	Second	-	103.8	103.8	207.6
" "	First	-	112.7	145.7	258.4
Illinois	Second	-	194.5	194.5	389.0
" "	First	-	130.1	130.1	260.2

Dalier to Denver (via La Junta)

New Mexico	First	26.3	8.7	14.8	49.8
" " "	Third	124.2	24.2	24.2	169.2
" " "	Second	103.5	36.5	36.5	110.5
" " "	First	91.4	18.2	18.2	117.8
Colorado	First	134.3	12.2	20.8	112.3
Western	Second	137.7	46.5	46.5	137.7
" " "	First	-	17.9	17.9	17.9

C.R.R., Chicago, Dec., 1940

## Los Angeles to Chicago (via Amarillo)

Division	District	Single Trk	East Bd Trk	West Bd Trk	Total
Los Angeles	Third	57.4	14.1	14.1	85.6
" "	First	-	32.3	30.8	163.6
Arizona	Second	-	165.7	167.6	333.3
" "	First	-	143.7	149.0	292.7
Albuquerque	Third	-	143.6	142.7	186.3
" "	Second	-	127.7	127.7	255.4
" "	First	-	134.1	133.7	262.4
" "	Eleven	107.3	-	-	107.3
Pecos	Second	104.0	-	-	104.0
" "	First	100.8	-	-	100.8
Plains	Third	35.1	16.6	16.6	122.3
" "	Second	143.0	54.9	54.3	152.2
" "	First	103.7	44.4	44.4	118.5
Panhandle	First	106.6	-	-	106.6
Midwest	Second	73.1	22.8	20.4	110.7
" "	First	-	17.3	17.2	34.6
Eastern	Second	-	112.1	112.4	224.2
Missouri	Second	-	103.8	103.1	207.6
" "	First	-	114.7	114.7	225.4
Illinois	Second	-	104.5	104.1	208.6
" "	First	-	180.1	180.1	360.2

## Dallas to Chicago (via Santa Fe)

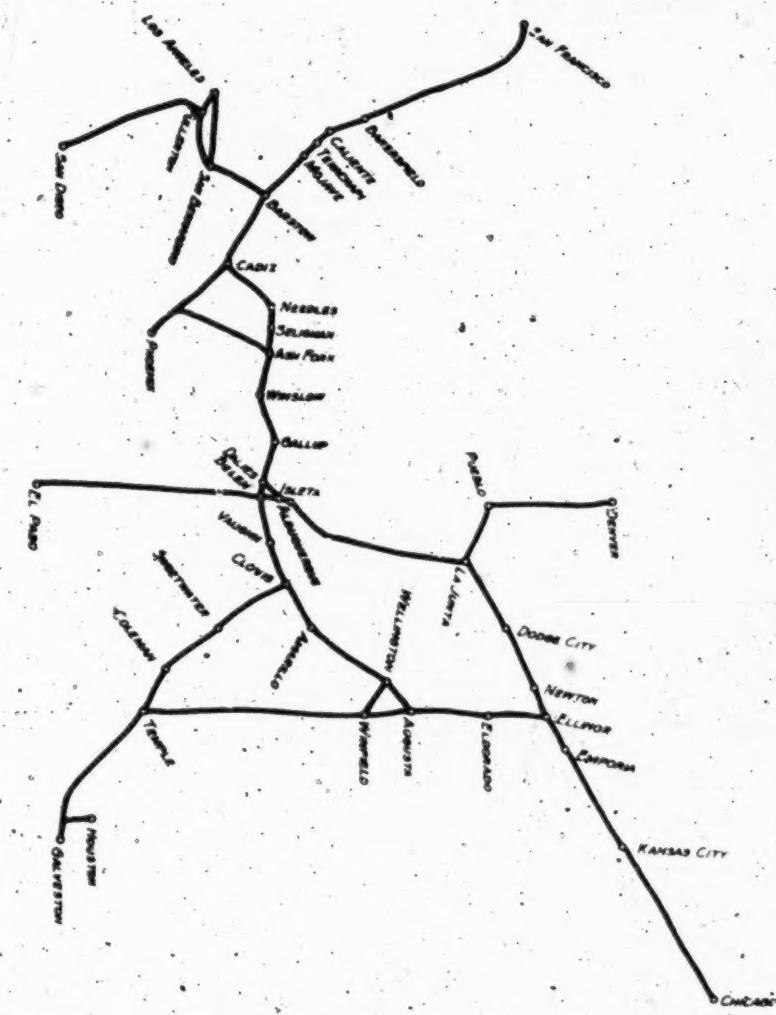
Albuquerque	First	26.3	1.7	1.7	28.7
New Mexico	Third	124.8	36.0	36.0	164.8
" "	Second	123.5	36.0	35.8	162.5
" "	First	91.4	26.1	26.1	113.6
Colorado	First	124.0	36.7	36.7	164.0
Western	Second	117.7	36.7	36.7	160.7
" "	First	-	36.7	36.7	73.4
Midwest	First	-	36.7	36.7	73.4

Report of Superintendent.

5450

RE

SKETCH SHOWING  
MAIN LINES OF  
THE A. T. & S. F. RY. SYSTEM

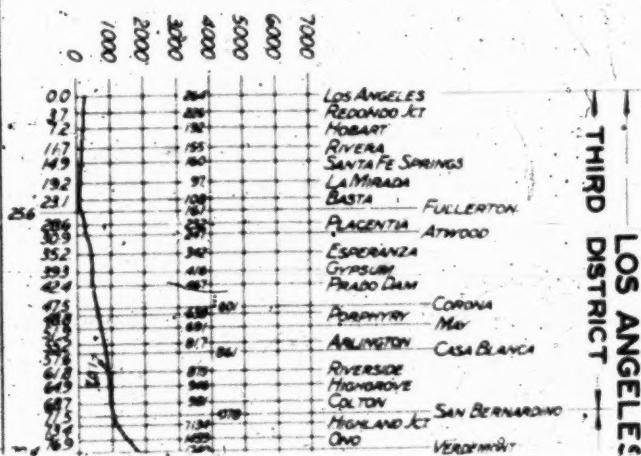


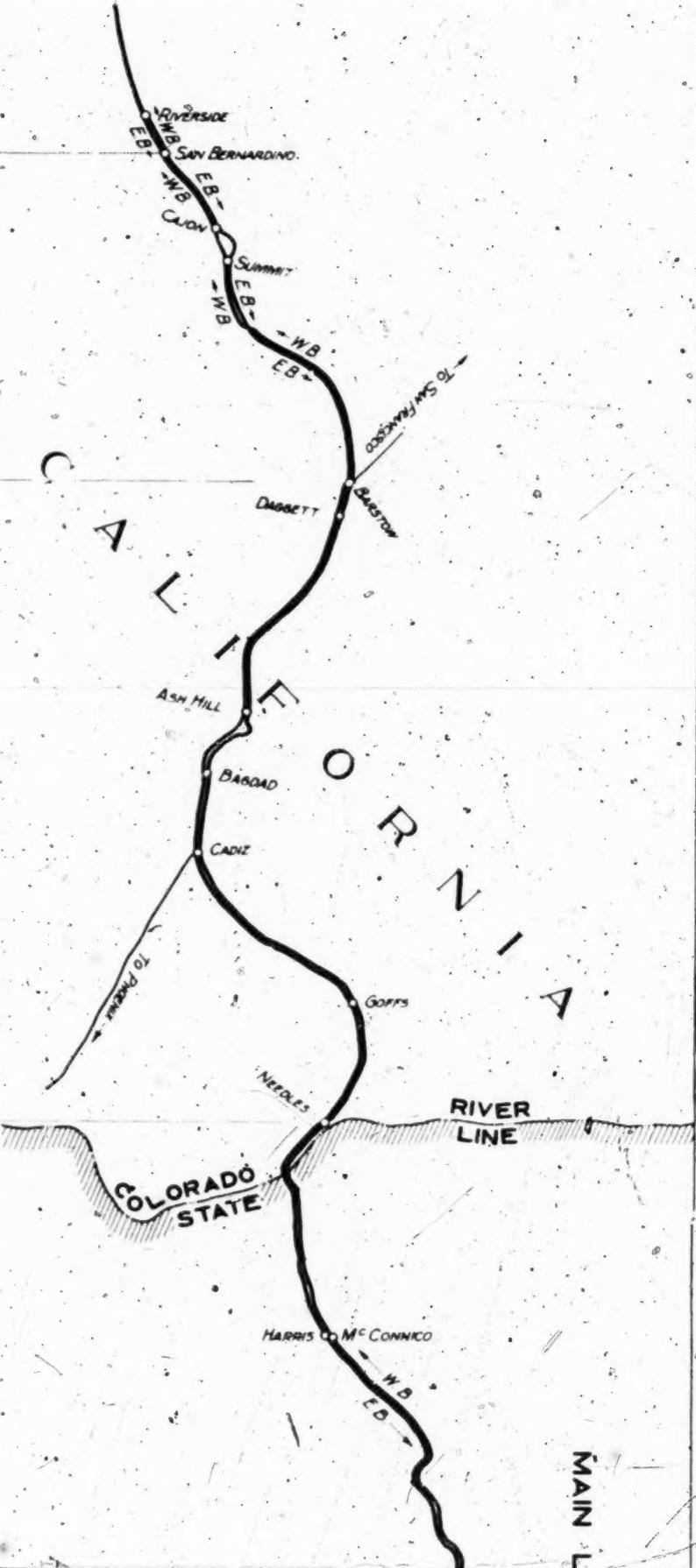
NOTES: (See Profile)

The controlling ascending or rising eastbound or westbound grades are shown immediately below the grade line.

Immediately above the grade line are shown all descending grades between Benicia and Bakersfield which would control tonnage if trains were run against the current or traffic on double track and which exceed (a) 1/42% west of Windsor and (b) 0.60% east of Windsor. Arrows pointing eastward indicate grades on eastbound track and arrows pointing westward indicate grades on westbound track.

Elevation Above Sea Level



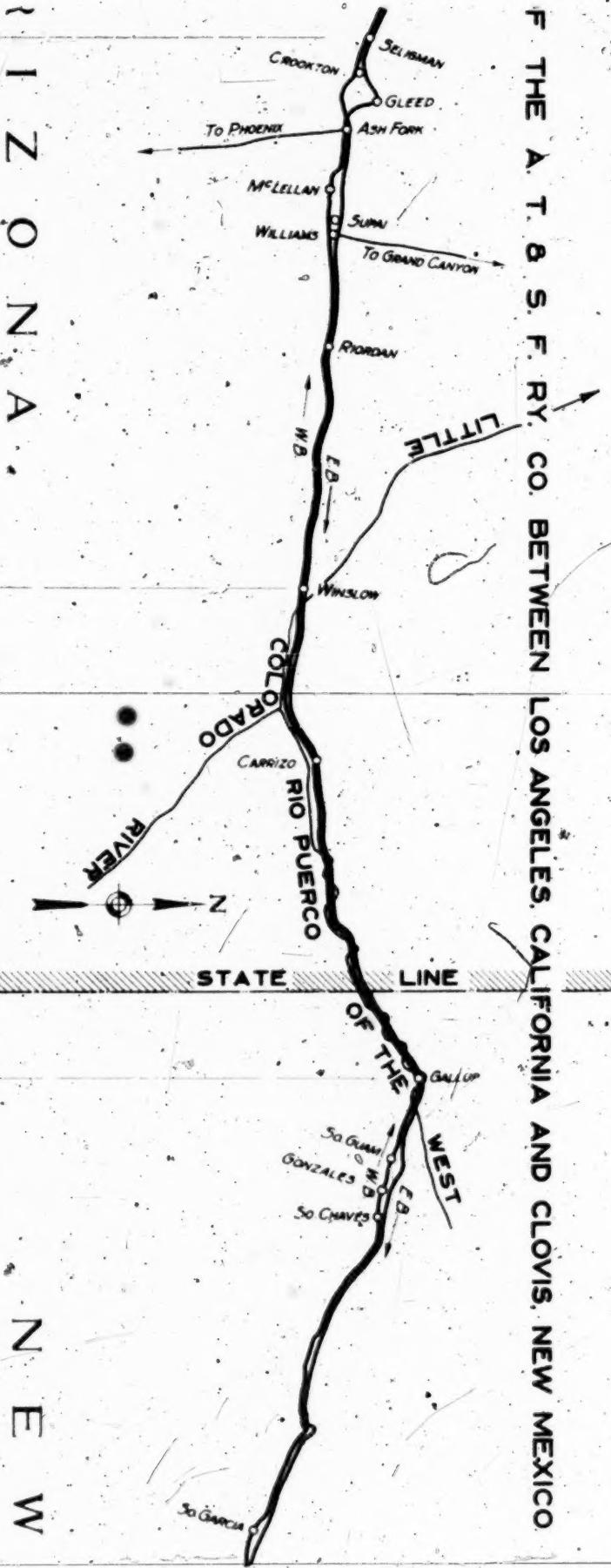


LOS ANGELES DIVISION  
DISTRICT — FIRST DISTRICT — ARIZONA DIVISION  
SECOND DISTRICT — FIRST DISTRICT

352	340	ESPERANZA
323	349	GYPSUM
324	467	PRADO DAM
375	321	CORONA
320	87	PORPHYRY
376	844	THE
643	62	ARLINGTON
673	32	CASA BLANCA
714	670	RIVERSIDE
725	138	HIGHGROVE
726	138	COLTON
727	138	HIGHLAND JCT
728	138	SAN BERNARDINO
819	227	ORO
866	227	VERDEMONT
923	227	DEVORE
950	227	KEENBROOK
968	227	CLOU
1043	227	ALRAY
1085	227	SUMMIT
1136	227	LUGO
1179	227	HESPERIA
1230	227	THORN
1284	227	VICTORVILLE
1333	227	ORO GRANDE
1425	227	BRYMAN
1482	227	HELDALE
1583	227	DODGE
1591	227	LENWOOD
1631	227	BARSTOW
1690	227	NEBO
1751	227	DAGGETT
1812	227	MINNEOLA
1879	227	NEWBERRY
1941	227	TROY
2022	227	HECTOR
2073	227	PISGAH
2140	227	ARROOS
2216	227	LUDLOW
2289	227	ASH HILL
2367	227	SIBERIA
2432	227	BARROAD
2501	227	AMBOY
2564	227	DOLO
2635	227	CADIZ
2720	227	SIAM
2795	227	DANDY
2839	227	ESSEK
2891	227	FENNER
2967	227	PIUTE
3015	227	GOFFS
3058	227	HOMER
3126	227	BANNOCK
3200	227	IBIS
3268	227	JANA
3320	227	NEEDLES
3389	227	DEAL, CALIF.
3451	227	TOPOCK, ARIZ.
3517	227	POWELL
3575	227	FRANCONIA
3625	227	HAMLAND
3668	227	YUCCA
3707	227	ATHOS
3764	227	MASTER
3815	227	GRIFFITH
3879	227	HARRIS
3969	227	KINNAMAN
4021	227	BERRY
4092	227	WALAPAI
4142	227	ANTARES
4209	227	HACKBERRY
4270	227	VALENTINE
4326	227	TOXTON
	227	CHEROKEE
	227	PEACH SPRINGS

Witness Blanchard

F THE A. T. & S. F. RY. CO. BETWEEN LOS ANGELES, CALIFORNIA AND CLOVIS, NEW MEXICO.



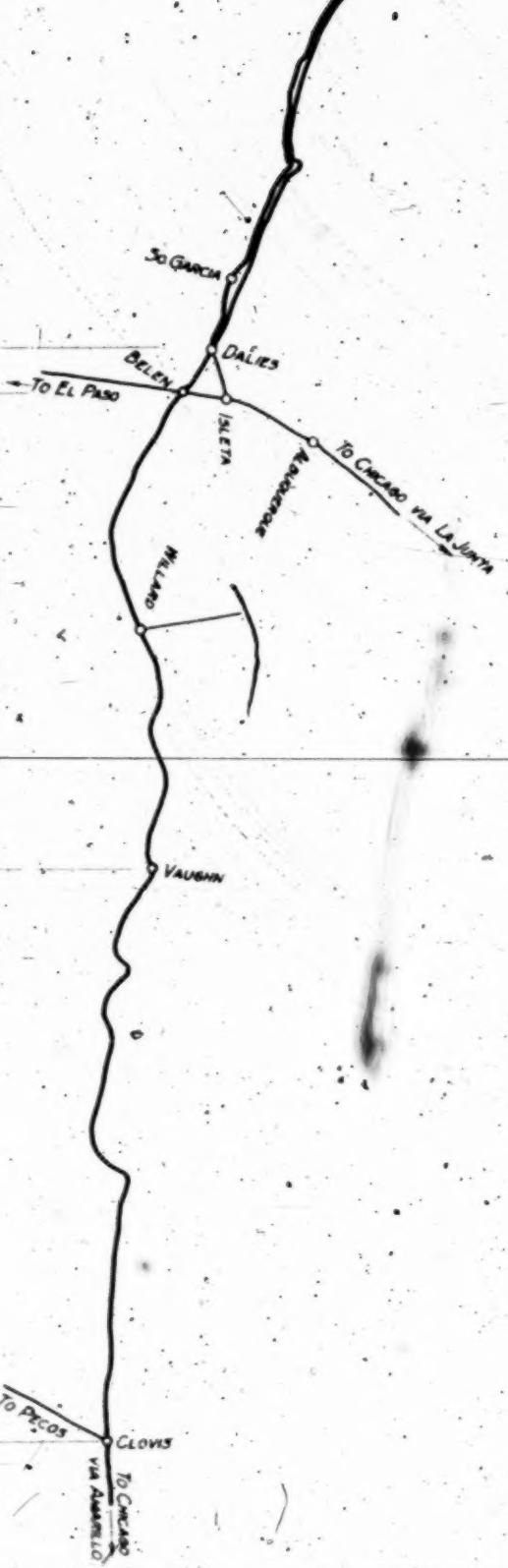
A Z O N A

THIRD DISTRICT      ALBUQUERQUE DIVISION  
SECOND DISTRICT      FIRST DISTRICT

4668	5000	CHINO
4697	5000	SELIGMAN
4750	5000	PAN
4800	5000	CROOKTON
4871	5000	PINEVETA
4947	5000	ASH FARM
5022	5000	DAZE
5089	5000	CORINA
5176	5000	SUMA
5210	5000	WILLIAMS
5311	5000	CHALENDER
5367	5000	MAINE
5427	5000	BELLEMONT
5483	5000	RiORDAN
5540	5000	FLAGSTAFF
5588	5000	CLIFFS
5666	5000	COSMINO
5760	5000	ANDELL
5814	5000	HIBBARD
5866	5000	CANYON DIABLO
5928	5000	SUNSHINE
6004	5000	DENNISON
6057	5000	MOGI
6137	5000	WINSLOW
6187	5000	HOBSON
6241	5000	HAURE
6300	5000	MANILA
6352	5000	JOSEPH CITY
6400	5000	PENZANCE
6456	5000	HOLDROCK
6530	5000	ARNTZ
6602	5000	CARRIZO
6663	5000	ADAMANA
6732	5000	BIRD
6794	5000	PINTA
6856	5000	NAVALO
6929	5000	CHAMBERS
6988	5000	CHETO
7073	5000	HOUC
7114	5000	ALLANTOWN
7182	5000	LUPTON, ARIZ.
7244	5000	MANIEILITO, NEW-MEX
7316	5000	DEFIANCE
7364	5000	WEST YARD
7410	5000	GALLUP
7470	5000	ZUNI
7525	5000	MINIBATE
7582	5000	CINIZA
7634	5000	NORTH GUAN
7745	5000	THOREAU
7783	5000	NORTH CHAVES
7852	5000	BACA
7929	5000	BLUENWATER
7990	5000	TOLTEC
8066	5000	GRANTS
8145	5000	ANZAC
8183	5000	MC CARTYS
8229	5000	ACOMITA
8320	5000	LAGUNA
8368	5000	QUINN
8421	5000	MARION
8487	5000	ARMIJIO
8528	5000	SUMANEZ
8583	5000	NORTH GARCIA
8661	5000	RIO PIERCO

'IS. NEW MEXICO

N E W M E X I C O



PECOS DIVISION  
FIRST DISTRICT

SECOND DISTRICT

3ST DISTRICT

BELLEN  
DUST

7929	617	BLUENATER
7990	618	TOLTEC
8046	640	GRANTS
8145	-	1040
8183	672	ANZAC
8229	650	MCCARTYS
8230	629	ACOMITA
8368	753	LAGUNA
8421	639	QUIRK
8467	530	MARION
8528	546	ARMUJO
8533	524	SUMANEZ
8663	505	NORTH GARCIA
8751	507	RIO PUERCO
8753	507	DALIES
8854	507	FELIPE
8889	507	BELLEN
8958	507	MADRONE
9003	507	BODEGA
9064	507	BECKER
9130	508	SALS
9197	510	SCHOLLE
9262	510	ABO
9326	532	MOUNTAINAIR
9330	600	BRONCHO
9461	604	WILLARD
9531	677	SILIO
9585	678	LUCY
9624	637	CULEBRA
		DUNHORN
9731	619	NEBRA
9781	613	ENCINO
9839	620	CARNERO
9856	607	TEJON
9944	597	VALBUHN
9953	560	OPEN
10062	509	JOPPRE
10129	520	DUORO
10201	519	CARDENAS
10258	518	BUCHANAN
10317	497	LARBO
10380	477	YESO
10449	457	EVANOLA
10516	440	RICARDO
10575	420	AQUINO
10651	403	PORT SUMNER
10718	405	LA LANCE
10791	410	TABAN
10834	420	TOLAR
10880	430	KRIDER
10947	440	CANTARA
11011	430	MELROSE
11090	435	ST VRAIN
11145	435	GRIER
11197	430	GALLAHER
11252	430	CLOVIS

Elevation Above Sea Level

0

1000

2000

3000

4000

5000

6000

7000

8000

9000

10000

11000

12000

13000

14000

15000

16000

17000

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F THE A. T. & S. F. RY. CO. BETWEEN CLOVIS, NEW MEXICO AND CHICAGO, ILLINOIS

**KANSAS**

**EASTERN DIVISION**  
**SECOND DISTRICT**

STATION	MILEAGE	TOWN
6224	1/28	MATFIELD GREEN
6307	1/27	BAZAR
6370	1/15	GILDSTONE
	1/15	ELLINOR
	1/15	SAFFORDVILLE
	1/15	PLYMOUTH
	1/15	MERRICK
	1/15	EMPORIA
	1/10	
	1/10	WIGGAM
	1/95	NEOSHO RADIOS
	1/16	LEBO
	1/17	RIDGETON
	930	MELVERN
	935	MARSON
	941	QUENEMO
	946	POMONA
	946	RICHTER
	959	OTTAWA JCT.
	954	LE LOUP
	1039	WELLSVILLE
	970	EDGERTON
	1059	GARDNER
	1023	CLARE
	1028	PLATTE
	931	SNOW
	842	RAIS
	782	HOLLIDAY
	762	MORRIS
	762	TURNER
	781	ARGENTINE
	781	KANSAS CITY (U.S.)
	781	BIG BLUE JCT.

MISSOURI DIVISION

SECOND DISTRICT      FIRST DIST.

757	CONGO	ETON	ATHERTON	SIBLEY	FLOYD	CAMDEN	HENRIETTA	HARDIN	NORBORNE	PALEMON	CARROLLTON	STANDISH	BOSWORTH	DEAN LAKE	WHITHAM	MENDON	ROTHVILLE	BUCKLIN	MARCELINE	ETHEL	ELMER	CARDY	LA PLATA	GIBBS	HURDLAND	KENWOOD	BARING																																																																																																																																																																																																																																																																																																																																																																	
758	8/4	756	754	752	750	748	746	744	742	740	738	736	734	732	730	728	726	724	722	720	718	716	714	712	710	708	706	704	702	700	698	696	694	692	690	688	686	684	682	680	678	676	674	672	670	668	666	664	662	660	658	656	654	652	650	648	646	644	642	640	638	636	634	632	630	628	626	624	622	620	618	616	614	612	610	608	606	604	602	600	598	596	594	592	590	588	586	584	582	580	578	576	574	572	570	568	566	564	562	560	558	556	554	552	550	548	546	544	542	540	538	536	534	532	530	528	526	524	522	520	518	516	514	512	510	508	506	504	502	500	498	496	494	492	490	488	486	484	482	480	478	476	474	472	470	468	466	464	462	460	458	456	454	452	450	448	446	444	442	440	438	436	434	432	430	428	426	424	422	420	418	416	414	412	410	408	406	404	402	400	398	396	394	392	390	388	386	384	382	380	378	376	374	372	370	368	366	364	362	360	358	356	354	352	350	348	346	344	342	340	338	336	334	332	330	328	326	324	322	320	318	316	314	312	310	308	306	304	302	300	298	296	294	292	290	288	286	284	282	280	278	276	274	272	270	268	266	264	262	260	258	256	254	252	250	248	246	244	242	240	238	236	234	232	230	228	226	224	222	220	218	216	214	212	210	208	206	204	202	200	198	196	194	192	190	188	186	184	182	180	178	176	174	172	170	168	166	164	162	160	158	156	154	152	150	148	146	144	142	140	138	136	134	132	130	128	126	124	122	120	118	116	114	112	110	108	106	104	102	100	98	96	94	92	90	88	86	84	82	80	78	76	74	72	70	68	66	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2	0

10

MARCELINE

SOUR

SOURI DIVISION FIRS

TRICT

MEDILL

REVERE

DUMAS

ARGYLE

NEW BOSTON

ADICKER

DOUGLASS

DEAN LAKE

WHITHAM

MENDON

ROTHVILLE

MARCELINE

BUCKLIN

HART

ELMER

CAROY

LA PLATA

GIBBS

CABUS

RUTLEDGE

GORIN

WYACONDA

154.8  
67.9  
455.6  
669.9  
74.5  
756

704  
676  
556  
663  
662

567

1849.8  
1853.2  
1857.2  
1863.3  
1870.6  
1876.4  
1881.6

663  
663  
669  
697  
663  
921  
843

1888.2  
1895.0  
1899.7  
1905.2

812  
735  
912  
916

1911.5  
1935

**IOWA**

-W.B.  
E.B.-

**ILLINOIS**

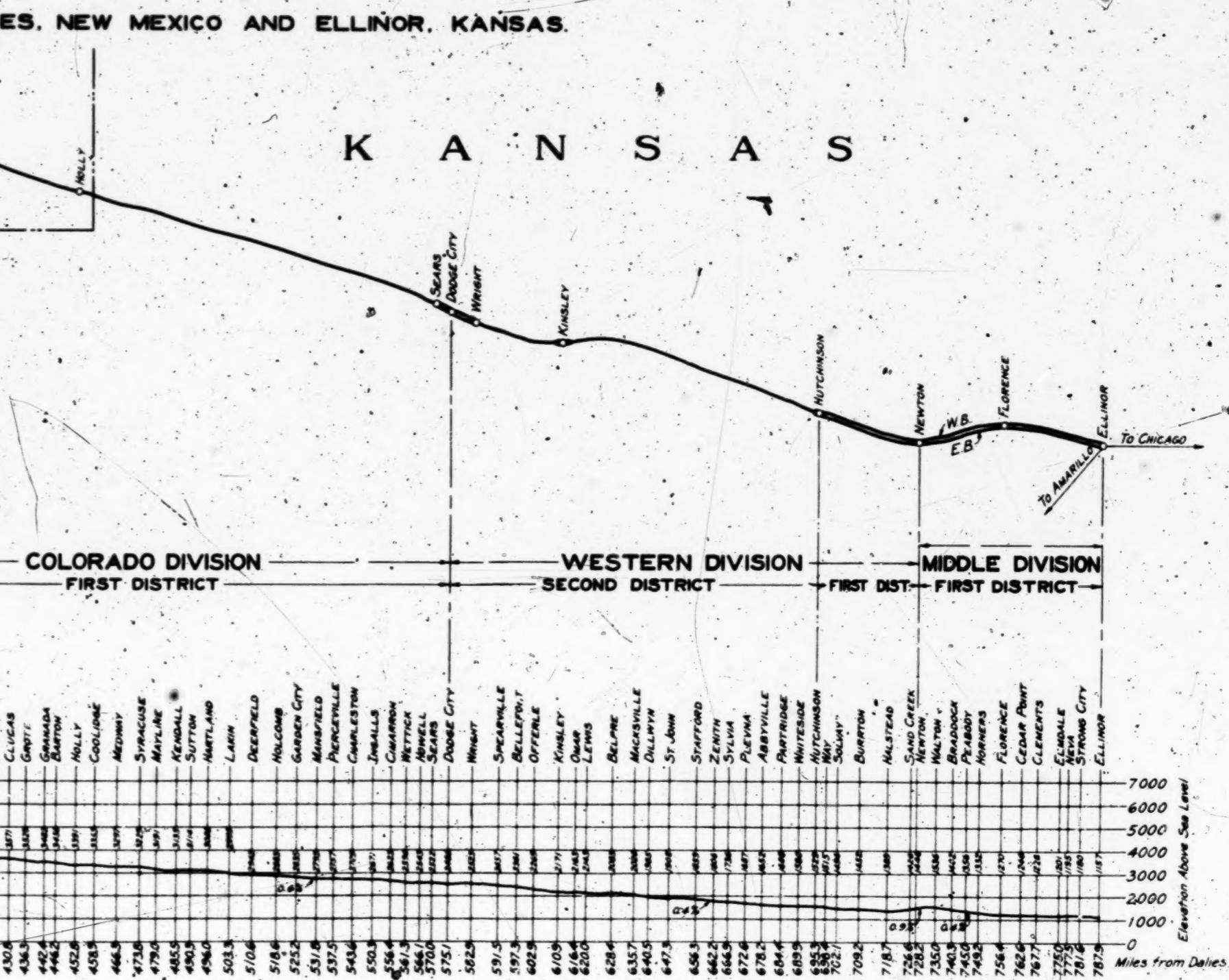
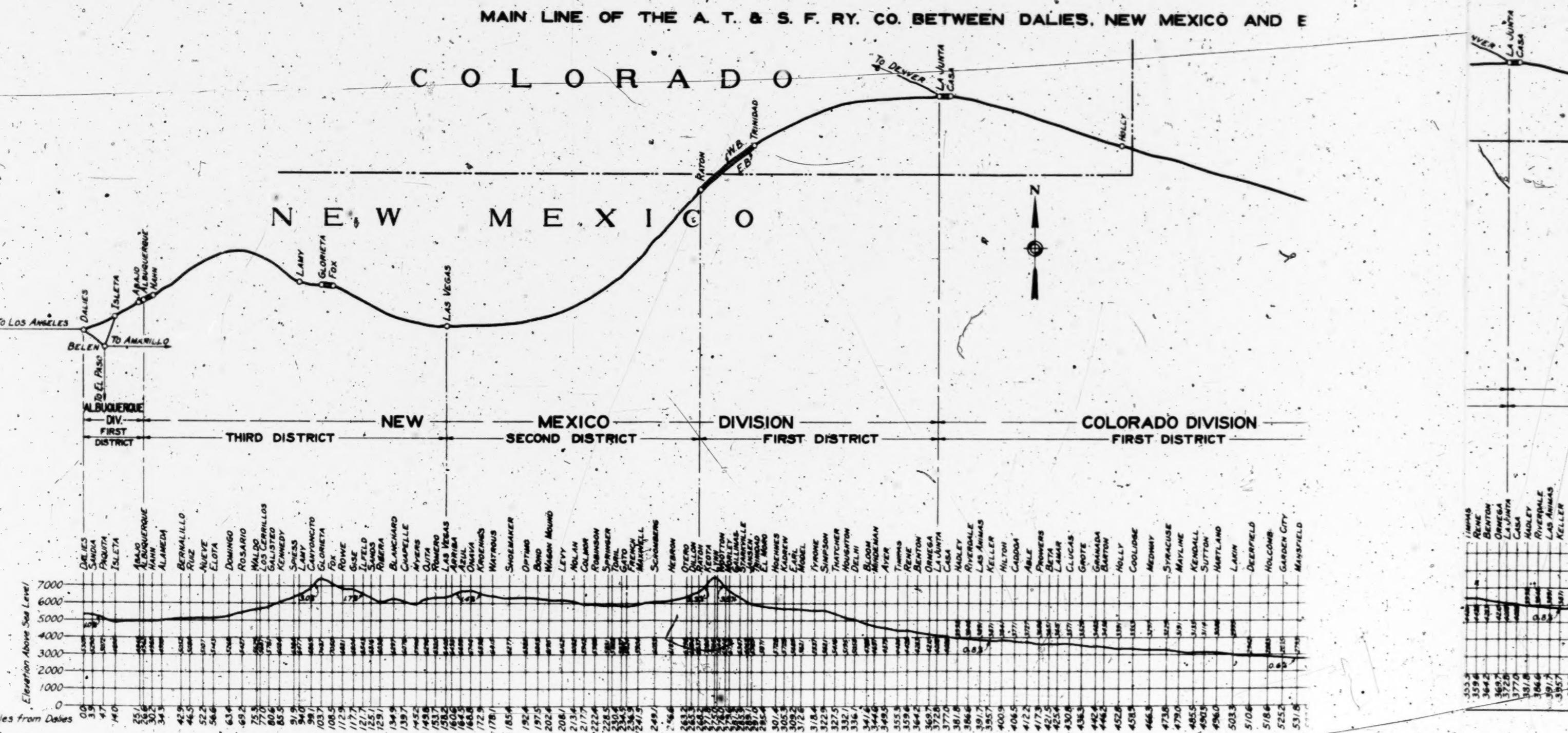
**1ST DISTRICT** — **SECOND DISTRICT** —

Location	Approx. Milepost
HURON	833
KENWOOD	782
BARING	611
FABIUS	1927.2
RUTLEDGE	1932.0
GORIN	1940.3
WYACONDA	1945.6
MEDILL	1954.6
REVERE	1961.9
DUMAS	1965.6
ARYLE	1969.9
NEW BOSTON	1974.5
APICKER	1976.5
SCOTTTON	1983.0
Fort MADISON	1983.3
PONTOOSUC	1991.3
DALLAS CITY	1991.7
LOMAR	1992.0
DECORAH	2005.4
STRONGHURST	2009.0
MEDIA	2013.3
SMITHSHIRE	2016.0
PONERMAN	2021.0
ORANONDE	2021.9
NEW	2023.6
CAMERON	2024.0
SURRY	2024.6
GALESBURG	2025.6
EAST GALESBURG	2026.0
KNOX	2026.4
APPLETON	2027.0
DAHNTA	2028.6
WILLIAMSFIELD	2029.6
Laura	2044.5
Monroe	2046.9

**ILLINOIS DIVISION**

**FIRST DISTRICT**

Milepost	Location
2073.2	PRINCEVILLE
2079.6	EDELSTEIN
2087.0	CHILlicoTHE
2097.0	WILBERN
2101.9	LA ROSE
2108.0	TOLoca
2115.0	LEEDS
2122.0	ANCONA
2124.0	MOON
2126.3	STREATOR
2133.5	KERNAN
2138.2	RANSOM
2143.1	KINSMAN
2147.1	VERONA
2151.8	MATZON
2156.0	GORMAN
2160.0	CITY
2164.0	PEQUOT
2167.0	LORENZO
2171.0	BLODGETT
2177.0	MILLSDALE
2179.0	PLAINES
2180.4	JOLIET
2185.2	LOCKPORT
2188.6	ROMEO
2192.0	LEMONT
2196.9	SANTA FE PARK
2200.3	WILLOW SPRINGS
2205.2	McCook
2219.7	NErSka CORWITH
2219.9	Chicago (D.S.)



Defendant's Exhibit No. 127 (Witness Blanchard)  
Jan. 6, 1941

ATCHISON, TOPEKA AND SANTA FE RAILWAY  
DATES OF CONSTRUCTION OF SECOND TRACK ACROSS THE STATE OF ARIZONA

			<u>MILES</u>	<u>YEAR</u>
New Mexico - Arizona State Line	MP 179 + 1483 to Chambers	MP 205 + 3907	26.4	1927
Chambers	MP 205 + 3907 to Carrizo	MP 239 + 3714	34.0	1928
Carrizo	MP 239 + 3714 to Joseph City	MP 263 + 1853	23.6	1940
Joseph City	MP 263 + 1853 to	MP 282 + 2453	19.1	1930
	MP 282 + 2453 to	MP 283 + 1711	0.9	1931
	MP 283 + 1711 to E. of Winslow	MP 287 + 1028	3.8	1930
West of Winslow	MP 287 + 1028 to W. of Demmison	MP 300 + 3485	13.5	1910
Demmison	MP 300 + 3485 to near Flagstaff	MP 342 + 2645	41.8	1913
Near Flagstaff	MP 342 + 2645 to Ashfork	MP 401 + 1015	58.7	1911
Ashfork	MP 401 + 1015 to Yampai	MP 452 + 947	51.0	1913
Yampai	MP 452 + 947 to Hackberry	MP 489 + 1760	37.1	1923
Hackberry	MP 489 + 1760 to Louise	MP 514 + 647	24.8	1922
Louise	MP 514 + 647 to near Topock	MP 566 + 590	52.0	1923
Near Topock	MP 566 + 590 to Colorado River Br.	MP 566 + 3952	0.7	1913
	TOTAL		387.4	

Defendant's Exhibit No. 128 (Witness Blanchard)  
Jan. 6, 1941

Weight of Rail  
in Main Track Operated Mileage of A.T.& S.F.Ry. System  
Los Angeles to Chicago (via Amarillo)

Location	District	Single Track			East bound Track			West Bound Track			Total
		90#	110-112#	130-131#	90#	110-112#	130-131#	90#	110-112#	130-131#	
Mules	Third		57.4		2.8	11.3		1.7	12.4		85.6
"	First				0.3	55.0	24.5	0.5	70.4	9.9	163.6
"	Second				0.8	164.9		0.8	166.8		333.3
"	First					147.2	2.5	0.1	146.4	4.5	298.7
Amarillo	Third					137.3	6.3		127.6	15.1	286.5
"	Second				1.0	106.4	20.3		123.0	4.7	257.4
"	First					134.1			133.7		267.8
Belen	Second	0.3	10.0								10.3
"	Second	2.1	106.9								109.0
"	First	1.1	122.7	7.0							130.8
"	Third	1.9	72.7	10.5		15.6			18.6		122.3
"	Second		43.0			54.9			54.9		152.8
"	First		103.2			4.4			4.4		112.5
Albuquerque	First		106.0								106.6
"	Second		79.1			20.8		16.2	4.6		120.7
"	First				9.4	3.9					26.6
El Paso	Second				112.1				112.1		224.2
"	Second				103.8				90.7	13.1	207.6
"	First				109.7	3.0			112.2		225.4
"	Second				104.5				104.5		209.0
"	First				130.1				130.1		260.2
Totals		54.4	702.1	17.5	4.9	1427.5	60.5	19.3	1426.2	45.3	3708.7

Dailies to Elkhorn (via La Junta)

Location	District	Single Track			East bound Track			West Bound Track			Total
		90#	110-112#	130-131#	90#	110-112#	130-131#	90#	110-112#	130-131#	
Albuquerque	First		23.9		2.7			2.7			29.3
Mexico	Third	118.8	5.4		0.5	5.0	2.4	0.5	7.4		139.0
"	Second	109.5									110.2
"	First	0.8	60.6			1.1	22.1		1.2	22.0	127.8
El Paso	First	6.9	123.1	20.0	4.9	3.4		2.15		5.8	210.6
"	Second	107.7			0.7	11.8		0.7	11.8		132.7
"	First					32.9			32.9		65.7
"	First					59.7			59.7		119.4
Totals		1.7	613.6	25.4	8.8	113.9	24.5	6.4	113.0	27.6	935.1

\* Part of District only.

S., Chicago, Dec., 1940

## Defendant's Exhibit No. 129 (Witness Blanchard)

Jan. 6, 1941

Class of Ballast  
 in Main Track Operated Mileage of the A.T.& S.F.Ry. System  
 Los Angeles to Chicago (via Amarillo)

Division	JAN 6 1941	District	Single Track			East Bound Track			West Bound Track			JAN 6 1941	Total
			Rock	Gravel	Cinders	Rock	Gravel	Cinders	Rock	Gravel	Cinders		
Los Angeles		Third	18.2	39.2		6.7	7.4		6.7	7.4			85.6
"		First				2.4	80.2		4.0	76.8			163.6
Arizona		Second					104.7			147.4			252.1
"		First					104.7			100.9			254.6
Albuquerque		Third								143.6			286.3
"		Second								127.7			255.4
"		First								10.5			202.8
"		Belen								102.1	6.9	30.7	
Cos		Second	109.0										10.1
"		First	130.8										109.0
Sins		Third	85.1				18.6			18.6			130.8
"		Second	43.0				54.9			54.9			122.3
"		First	103.7				4.4			4.4			152.8
Chandler		First	100.6										112.5
Idle		Second	73.6	5.5			8.3	1.4	11.1	19.7			106.6
"		First					11.3			13.3			120.7
St. Louis		Second								22.1			26.6
"		First								22.1			224.2
Missouri		Second					60.8	43.0		22.1	42.3	0.2	207.6
"		Second					45.6	67.1		22.2	54.2		225.4
Illinois		First					49.9	54.6		40.2	27.0		209.0
"		Second					37.3	92.0	0.8	20.5	105.5	1.3	260.2
Totals			670.0	55.0		502.0	556.3	352.6	527.0	602.3	318.2		3583.4*

## Mileage to Ellinor (via La Junta)

Division	JAN 6 1941	District	Single Track			East Bound Track			West Bound Track			JAN 6 1941	Total
			Rock	Gravel	Cinders	Rock	Gravel	Cinders	Rock	Gravel	Cinders		
Albuquerque		First	14.0		9.9				2.7			2.7	29.3
" Mexico		Third	124.2				7.4			7.4			139.0
"		Second	109.2				0.5			0.5			110.5
"		First	81.4				23.2			23.2			127.8
Colorado		First	194.0				8.3			8.3			210.6
St. Louis		Second	103.8		3.9		7.2		5.3	5.4		7.1	132.7
"		First					31.2		1.7	30.4		2.5	65.8
Idle		First					59.7			59.7			119.4
Totals			626.9		13.8		137.5		9.7	134.9		12.3	935.1

\* Part of district only

\*\* does not include 20.2 miles W.B. and 61.0 miles E.B. ballasted with native material

\*\* " " " 23.1 "

\*\* " " " 21.0 "

\* "Rock" consists of crushed rock, prepared gravel, and slag

\* "Gravel" " pit-run gravel, screenings and chats

\* "Cinders" " volcanic cinders and engine cinders

S.S., Chicago, Dec., 1940

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY SYSTEM

FREIGHT OPERATING AND FREIGHT TRANSPORTATION EXPENSES RELATED TO TRAFFIC

Calendar Years 1922 to 1939, Inclusive

Year (a)	Revenue ton-miles (b)	Freight operating expenses (c)	Freight transportation expenses (d)	Averages per 1,000 revenue ton-miles	
				Freight operating expenses (e)	Freight transportation expenses (f)
1939	11,700,077,134	\$88,561,342	\$40,145,180	\$7.57	\$3.43
1938	11,172,423,784	85,780,909	40,701,465	7.68	3.64
1937	12,937,725,968	101,416,375	45,009,565	7.84	3.48
1936	11,513,453,101	90,413,214	38,953,809	7.85	3.38
1935	9,718,655,287	77,063,186	33,140,292	7.93	3.41
1934	9,351,567,968	72,792,249	29,939,688	7.78	3.20
1933	8,711,882,176	65,938,173	27,262,826	7.57	3.13
1932	9,069,545,011	71,975,533	29,396,927	7.94	3.24
1931	12,350,190,688	94,111,163	38,992,293	7.62	3.16
1930	14,526,835,462	113,553,032	46,432,793	7.82	3.20
1929	16,579,277,969	125,874,358	51,629,022	7.59	3.11
1928	15,207,097,600	121,587,989	49,876,992	8.00	3.28
1927	16,247,802,274	127,471,148	52,836,757	7.85	3.25
1926	16,314,038,059	122,062,167	54,913,202	7.48	3.37
1925	13,861,804,088	116,880,229	50,722,540	8.43	3.66
1924	13,080,877,846	121,081,259	50,197,381	9.26	3.84
1923	12,323,632,260	124,101,728	51,326,467	10.07	4.16
1922	11,177,223,688	117,860,319	49,338,971	10.54	4.41
Total					
1936-1939	47,323,679,987	366,171,840	164,810,019	7.74	3.48
Total					
1922-1925	50,443,537,882	479,923,535	201,585,359	9.51	4.00
Percent of improvement 4 years 1936-1939 compared with 4 years 1922-1925				18.6	13.0

SOURCE: Revenue ton-miles - Annual reports to the Interstate Commerce Commission of operating lines comprising Atchison System.

Freight operating and transportation expenses - Accounting records of Atchison System operating lines for years 1922 and 1923; thereafter annual reports of operating lines comprising Atchison System to the Interstate Commerce Commission.

Defendant's Exhibit No. 131 (Witness G.A. McDonald)  
Jan. 6, 1941

## THE ATCHISON, TOPEKA AND SANTA FE RAILWAY SYSTEM

FREIGHT SERVICE OPERATING AVERAGES  
CALENDAR YEARS 1922, 1924, 1926, 1928, 1930, 1932, 1934, 1936, 1938 AND 1939

Item	1922	1924	1926	1928	1930	1932	1934	1936	1938	1939	Per Cent Increase 1939 Over 1922
Length of line operated in freight service	11 701	11 831	12 121	12 388	13 195	13 545	13 319	13 230	13 502	13 456	15.0
Gross train miles	22 311 848	23 072 826	25 378 666	23 251 846	22 977 390	18 003 195	18 820 258	21 827 586	20 881 598	21 477 099	Dec. 3.7
Average cars per freight train	41.5	46.6	50.1	52.7	51.3	44.4	44.5	44.6	45.3	45.9	10.6
Average tons per freight train	582	646	712	740	709	550	547	589	579	600	3.1
Average tractive power per Locomotive (Pounds)	41 539	43 779	46 079	48 924	50 158	50 767	51 825	52 402	53 171	53 959	29.9
Average capacity per freight car (Tons)	36.9	37.6	38.2	39.7	41.2	41.6	41.9	42.7	43.5	43.6	18.2
Average train speed (Miles per hour)	12.9	13.3	13.6	14.8	16.0	17.8	18.5	18.6	19.2	19.6	51.9
Gross ton-miles per freight train-hour	19 350	22 887	25 423	29 445	31 115	29 492	30 642	32 562	34 233	35 471	83.3
Net ton-miles per freight train-hour	7 481	8 615	9 664	10 973	11 370	9 803	10 116	10 936	11 090	11 699	56.4
Gross ton-miles (exclusive of locomotives and tenders) per ton of fuel	11 628	13 567	15 043	16 097	16 772	15 906	15 661	14 142	14 587	14 723	26.6

1. Reported in Schedule 531 of Annual Report Form A to the Interstate Commerce Commission.

2, 3, 4, 7, and 8. For years 1922 to 1934 inclusive developed from Form OS-A and for years 1936 to 1939 inclusive taken direct from Form OS-A filed with the Interstate Commerce Commission.

5. Total tractive effort divided by total steam locomotives available for service at close of year as reported in Schedule 417 of Annual Report Form A to the Interstate Commerce Commission.

6. Aggregate capacity of all freight carrying cars divided by total number of such cars available for service at close of year as reported in Schedule 417 of Annual Report Form A to the Interstate Commerce Commission.

9. Net ton-miles divided by train hours as reported on Form OS-A to the Interstate Commerce Commission.

10. Gross ton-miles (cars, contents and cabooses) divided by equated net tons of fuel consumed as reported to the Interstate Commerce Commission years 1922 to 1934 inclusive on Form OS-A, and years 1936 to 1939 inclusive on Forms OS-A and OS-E.

## Defendant's Exhibit No. 132 (Witness J.P. McDonald)

Jan. 6, 1941

Superior Court, Pima Co., Arizona

State - S.P.C. No. 20087

Report for the Year ended December 31, 1939 Defts. E

Annual Report to the Interstate Commerce Commission

## The Atchison, Topeka and Santa Fe Ry. System. Year 1939

## 541. REVENUE FREIGHT CARRIED DURING THE YEAR

Give the particulars called for concerning the commodities carried on the respondent's road during the year; the revenue from which is includable in account No. 101, "Freight", classifying them in accordance with the Interstate Commerce Commission's Order of November 22, 1927, in the Matter of Freight Commodity Statistics, effective on January 1, 1928, as amended by order of December 14, 1938.

Classes 10 to 701 should include carload traffic only, all L. C. L. traffic being included in class 710.

Information as to carloads, tons, and revenue of forwarder traffic included in class 701 should be reported against commodity class designated 701-A. To avoid undue clerical labor, class 701-A may be restricted to the principal forwarding companies or their subsidiaries originating in the aggregate not less than approximately 80 percent of such traffic handled on respondent's line. The term "Forwarder traffic" means freight traffic assigned by or to a forwarder, i. e., a company,

firm, or individual recognized as engaged in the business of collecting and accumulating less-than-carload shipments into consolidated carloads without an ownership interest in the property so handled.

A "carload" for the purpose of this report should consist of a shipment of not less than 10,000 pounds of one commodity from one consignor to one consignee. Where mixed carload ratings are provided in classifications or tariffs, a mixed carload should be treated as a carload within the meaning of this paragraph, provided such shipment is from one consignor to one consignee at one destination, or in the case of shipments upon which stop-overs are permitted, from one consignor to two or more consignees, each at a different destination; and provided the shipments waybilled at, and the charges are collected upon, the basis of the carload rate applicable. In such cases the shipment should be treated as a carload of that commodity which forms the major portion of the shipment in weight.

The terms "delivered to connecting railroads" should be understood in a manner similar to the meaning of "received from connecting railroads". "Freight revenue" means report without adjustment for absorptions.

In the note on page 518 show the protective services to perishable freight portion thereof credited to account on whose rail protective service to which the charges are credited, unless otherwise specified. Tariff charges for such services. Tariff charges for a transit, or at destination, which (standard) charges, from the point first applicable, and which are not otherwise specified, should be reported by the carrier to

Commodity group or class (a)	REVENUE FREIGHT ORIGINATING ON RESPONDENT'S ROAD				Number of carloads (d)	Number of tons (e)	Number of carloads (d)	Number of tons (e)	Number of carloads (d)	Number of tons (e)						
	TERMINATING ON LINE		DELIVERED TO CONNECTING CARRIERS													
	Number of carloads (b)	Number of tons (c)	Number of carloads (b)	Number of tons (c)												
<b>GROUP I. Products of Agriculture</b>																
Wheat	66 886	3 187 010	4 103	199 002												
Corn	6 327	234 959	1 666	63 772												
Oats	1 014	33 364	707	22 841												
Barley and rye	2 331	79 168	432	16 917												
Rice	1 869	63 051	139	4 361												
Grain, n. o. s.	116	4 528	64	2 043												
Flour, wheat	9 280	246 846	20 180	529 532												
Meal, corn	155	3 966	42	1 136												
Flour and meal, edible, n. o. s.	86	2 620	27	735												
Cereal food preparations, edible, n. o. s.	437	8 425	99	2 231												
Mill products, n. o. s.	9 162	221 464	7 294	174 822												
Hay and alfalfa	1 081	14 802	453	6 090												
Straw	595	7 531	1	13												
Tobacco, leaf	16 285	194 647	1 051	23 600												
Cotton in bales	242	5 540	327	7 997												
Cotton linters, noils, spun (uppers)	369	10 612	151	4 293												
Cottonseed	803	20 402	376	8 554												
Cottonseed meal and cake	4 082	74 019	22 516	404 722												
Oranges and grapefruit	1 726	32 553	4 439	75 841												
Lemons, limes, and citrus fruits, n. o. s.	9	143	9	146												
Apples, fresh	916	10 158	92	1 008												
Bananas																
Berries, fresh																
Cantaloupes and melons, n. o. s.	329	3 928	2 318	26 769												
Grapes, fresh	1 029	16 850	7 956	135 C37												
Peaches, fresh	497	8 307	1 009	16 365												
Watermelons	36	445	46	573												
Fruits, fresh, domestic, n. o. s.	368	4 856	855	12 609												
Fruits, fresh, tropical, n. o. s.	12	176	290	4 139												
Potatoes, other than sweet	4 764	75 758	10 436	159 814												
Cabbages	49	642	215	2 759												
Onions	531	7 806	1 643	23 308												
Tomatoes	93	1 002	990	10 739												
Vegetables, fresh, n. o. s.	1 033	11 918	4 978	57 708												

Commodity group or class (a)	REVENUE FREIGHT RECEIVED FROM CONNECTING CARRIERS				Number of carloads (d)	Number of tons (e)	Number of carloads (d)	Number of tons (e)	Number of carloads (d)	Number of tons (e)						
	TERMINATING ON LINE		DELIVERED TO CONNECTING CARRIERS													
	Number of carloads (b)	Number of tons (c)	Number of carloads (b)	Number of tons (c)												
<b>GROUP I. Products of Agriculture</b>																
Wheat	1 191	53 740	16	723	72 196	3 444										
Corn	2 396	96 027	175	7 290	10 564	40										
Oats	256	8 152	15	502	1 992	6										
Barley and rye	143	5 140	9	345	2 915	10										
Rice	152	4 715	56	2 050	2 216	7										
Grain, n. o. s.	42	1 205	2	62	224											
Flour, wheat	3 344	88 690	559	14 785	33 363	87										
Meal, corn	135	3 633	4	120	336											
Flour and meal, edible, n. o. s.	59	1 661	2	50	174											
Cereal food preparations, edible, n. o. s.	1 008	18 456	71	1 185	1 615	3										
Mill products, n. o. s.	3 026	73 577	94	2 234	19 576	47										
Hay and alfalfa	297	4 591	20	285	1 851	2										
Straw	1	10			597											
Tobacco, leaf	40	803			40											
Cotton in bales	398	7 219	17	435	17 761	22										
Cotton linters, noils, spun (uppers)	17	363	40	924	626	1										
Cottonseed	34	862	13	353	567	1										
Cottonseed meal and cake	2 626	64 373	91	2 097	3 898	6										
Oranges and grapefruit	1 608	28 978	1 017	18 269	29 223	62										
Lemons, limes, and citrus fruits, n. o. s.	2 974	56 893	353	5 989	9 492	17										
Apples, fresh	1 200	21 048	302	5 600	1 520	2										
Bananas	1 010	11 377	5	55	2 023	4										
Berries, fresh	23	305	6	198	29											
Cantaloupes and melons, n. o. s.	127	1 457	935	10 420	3 709											
Grapes, fresh	781	13 133	3 471	59 978	13 237											
Peaches, fresh	336	4 740	55	919	1 897											
Watermelons	61	761	6	77	149											
Fruits, fresh, domestic, n. o. s.	320	4 924	358	5 814	1 901											
Fruits, fresh, tropical, n. o. s.	6	82	6	103	314											
Potatoes, other than sweet	4 400	78 655	585	9 767	20 186	3										
Cabbages	111	1 444	4	50	379											
Onions	238	3 490	150	2 119	2 562											
Tomatoes	172	1 875	90	982	1 345											
Vegetables, fresh, n. o. s.	1 488	17 210	3 697	43 502	11 196											
	212	6 241	174	5 549	822											

McDonald)

Report for the Year ended December 31, 1930 Defts. Ex. (Witness J. P. McDonald) <sup>1 of 4 sheets</sup>

The Atchison, Topeka and Santa Fe Ry. System.

841. REVENUE FREIGHT CARRIED DURING THE YEAR—Continued

Tonage received from connecting carriers, all that, so far as apparent from the information on waybills, have been received from or directly or indirectly. Shipments from cities when identified as having had previous to States rail carriers or as moving on joint between water carriers and railways. Shipping roads connecting directly or indirectly should be regarded as tonnage originated by

on outlying possessions of the United States should be regarded as originating at the port be treated as originating on line, including points.

The terms "delivered to connecting carriers" and "terminating on line" should be understood in a manner consistent with the above definitions of "received from connecting carriers" and "originating on line."

"Freight revenue" means reporting carrier's gross freight revenue without adjustment for absorptions or corrections.

In the note on page 518 show the aggregate of the gross charges for protective services to perishable freight (without deduction for any proportion thereof credited to account No. 101, "Freight"). The carrier on whose rail protective service to perishable freight originates, or to which the charges are credited, will report the gross tariff charges for such services. Tariff charges for specific services performed at origin, in transit, or at destination, which are not included in the established (standard) charges from the point at which the protective service was first applicable, and which are collected from shippers or consignees, should be reported by the carrier to which such charges accrue.

BY RECEIVED FROM CONNECTING CARRIERS

Number of carloads (b)	DELIVERED TO CONNECTING CARRIERS		Total Revenue Passes Carries		Percent Change (c)	Cen. (d)
	Number of tons (2,000 lb.) (b)	Number of carloads (b)	Number of tons (2,000 lb.) (b)	Number of carloads (b)		
3 740	16	723	72 196	3 440	475	851 216
5 027	175	7 290	10 564	402	048	207 809
3 152	15	502	1 992	64	859	154 611
5 140	9	345	2 915	101	870	236 940
4 715	56	2 050	2 216	74	167	182 334
1 205	2	62	224	7	836	28 464
8 690	559	14 785	33 363	879	863	2 080 891
3 633	4	120	336	8	866	32 572
1 661	2	50	174	5	066	19 369
8 456	71	1 185	1 615	30	297	252 151
3 577	94	2 234	19 576	472	097	967 113
4 591	20	285	1 851	25	768	109 840
10			597	7	564	12 430
803			40	803		10 294
7 219	17	435	17 751	225	901	1 588 229
363	40	924	626	14	824	111 476
862	13	353	567	16	120	58 641
4 373	91	2 097	3 898	96	426	271 407
8 978	1 017	18 269	29 223	525	988	8 664 222
6 893	353	5 989	9 492	171	276	1 796 173
1 048	302	5 600	1 520	26	937	148 376
1 377	5	55	2 023	22	598	207 340
305	6	198	29	503		8 606
1 457	935	10 420	3 709	42	574	677 616
3 133	3 471	59 978	13 237	224	998	3 663 280
4 740	55	919	1 897	30	331	291 643
761	6	77	149	1	856	12 981
4 924	358	5 814	1 901	28	203	473 102
82	6	103	314	4	500	76 834
8 655	585	9 767	20 185	323	894	2 967 217
1 444	4	50	379	4	895	57 836
3 490	150	2 119	2 562	36	723	334 406
1 875	90	982	1 345	14	598	232 246
7 210	3 697	43 502	11 196	130	338	1 916 508
6 241	174	5 549	822	26	171	164 080

... or 701-A. To avoid undue clerical labor, class 701-A may be restricted to the principal forwarding companies or their subsidiaries originating in the aggregate not less than approximately 80 percent of such traffic handled on respondent's line. The term "Forwarder traffic" means freight traffic consigned by or to a forwarder, i. e., a company,

or more consignees, each at a different destination; and provided the shipment is waybilled at, and the charges are collected upon, the basis of the earload rate applicable. In such cases the shipment should be treated as a carload of that commodity which forms the major portion of the shipment in weight.

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respondent.  
Import traffic and traffic from outlying possessions of the United States received from water carriers should be regarded as originating at the port of entry.  
All other tonnage should be treated as originating on line, including finished products from transit points.

Commodity group or class (a)	REVENUE FREIGHT ORIGINATING ON RESPONDENT'S ROAD							
	TERMINATING ON LINE				DELIVERED TO CONDUCTING CARRIER			
	Number of carloads (b)	Number of tons (2,000 lb.) (c)	Number of carloads (b)	Number of tons (2,000 lb.) (c)	Number of carloads (b)	Number of tons (2,000 lb.) (c)	Number of carloads (b)	Number of tons (2,000 lb.) (c)
<b>GROUP I. Products of Agriculture</b>								
Wheat	66 886	3 187 010	4 103	199 002				
Corn	6 327	234 959	1 666	63 772				
Oats	1 014	33 364	707	22 841				
Barley and rye	2 331	79 168	432	10 917				
Rice	1 869	63 051	139	4 351				
Grain, n. o. s.	116	4 528	64	2 043				
Flour, wheat	9 280	246 846	20 180	529 532				
Meal, corn	155	3 966	42	1 136				
Flour and meal, edible, n. o. s.	86	2 620	27	735				
Cereal food preparations, edible, n. o. s.	437	8 425	99	2 231				
Mill products, n. o. s.	9 162	221 464	7 294	174 822				
Hay and alfalfa	1 081	14 802	453	6 090				
Straw	595	7 531	1	13				
Tobacco, leaf								
Cotton in bales	16 285	194 647	1 051	23 600				
Cotton linters, solid, raw (regime)	242	5 540	327	7 997				
Cottonseed	369	10 612	151	4 293				
Cottonseed meal and cake	803	20 402	376	8 554				
Oranges and grapefruit	4 082	74 019	22 516	404 722				
Lemons, limes, and citrus fruits, n. o. s.	1 726	32 553	4 439	75 841				
Apples, fresh	9	143	9	146				
Bananas	916	10 158	92	1 008				
Berries, fresh								
Cantaloupes and melons, n. o. s.	329	3 928	2 318	26 769				
Grapes, fresh	1 029	16 550	7 956	135 037				
Peaches, fresh	497	8 307	1 009	16 365				
Watermelons	36	445	46	573				
Fruits, fresh, domestic, n. o. s.	368	4 856	855	12 609				
Fruits, fresh, tropical, n. o. s.	12	176	290	4 139				
Potatoes, other than sweet	4 764	75 758	10 436	159 814				
Cabbage	49	642	215	2 759				
Onions	531	7 806	1 643	23 303				
Tomatoes	93	1 002	990	10 739				
Vegetables, fresh, n. o. s.	1 033	11 918	4 978	57 708				
Beans and peas, dried	148	4 614	288	8 767				
Fruits, dried or evaporated	982	28 472	1 270	42 977				
Vegetables, dry, n. o. s.	6	103	33	509				
Vegetable-oil cake and meal, except cottonseed	201	4 408	40	1 191				
Peanuts	168	3 208	159	2 744				
Flaxseed	129	5 304						
Sugar beets	4 262	163 275	116	4 627				
Products of agriculture, n. o. s.	3 836	95 428	3 082	66 194				
<b>TOTAL PRODUCTS OF AGRICULTURE</b>	<b>142 244</b>	<b>4 892 308</b>	<b>99 894</b>	<b>2 126 475</b>				

\* Not required from switching and terminal companies.

STORY RAILWAY CORPORATION—OPERATING—A

REVENUE FREIGHT RECEIVED FROM CONTRACTING CARRIERS							
TERMINATING ON LINE				DELIVERED TO CONDUCTING CARRIER			
Number of carloads (b)	Number of tons (2,000 lb.) (c)	Number of carloads (b)	Number of tons (2,000 lb.) (c)	Number of carloads (b)	Number of tons (2,000 lb.) (c)	Number of carloads (b)	Number of tons (2,000 lb.) (c)
<b>1. 191</b>							
2 396	96 027	175	7 290				
256	8 152	15	502				
143	5 140	9	345				
152	4 715	56	2 050				
42	1 205	2	62				
3 344	88 690	559	14 785				
135	3 633	4	120				
59	1 661	2	50				
1 008	18 456	71	1 185				
3 026	73 577	94	2 234				
297	4 591	20	285				
1	10						
40	803						
398	7 219	17	435				
17	363	40	924				
34	862	13	353				
2 626	64 373	91	2 097				
1 608	28 978	1 017	18 269				
2 974	56 893	363	5 989				
1 200	21 048	302	5 600				
1 010	11 377	5	55				
23	305	6	198				
127	1 457	935	10 420				
781	13 133	3 471	59 978				
336	4 740	55	919				
61	761	6	77				
320	4 924	358	5 814				
6	82	6	103				
4 400	78 555	585	9 767				
111	1 444	4	50				
238	3 490	150	2 119				
172	1 876	90	982				
1 488	17 210	3 697	43 502				
212	6 241	174	5 549				
531	12 485	111	3 783				
53	823	4	48				
456	10 639	35	785				
299	5 731						
19	739						
395	14 555						
1 086	29 984	271	6 057				
33 071	760 686	12 819	213 504				

\* Not required from switching and terminal companies.

outlying possessions of the United States  
should be regarded as originating at the port

be treated as originating on line, including  
such points.

which the charges are levied, and which are made  
such services. Tariff charges for specific services performed at origin  
in transit, or at destination, which are not included in the established  
(standard) charges from the point at which the protective service was  
first applicable, and which are collected from shippers or consignees,  
should be reported by the carrier to which such charges accrue.

xx Received from Consular Rep. Canada

DELIVERED TO CONSULAR OFFICES			TOTAL REVENUE PAYMENT CANADA			PROGRESS REPORT (Continued)		CITY
Number of cars (a)	Number of cars (b)	Number of cars (a, b, c)	Number of cars (d)	Number of cars (e)	Number of cars (f)	Number of cars (g)	Number of cars (h)	
3 740	16	723	72 196	3 440	475	9 851	216	
5 027	175	7 290	10 564	402	048	1 297	809	
3 152	15	502	1 992	64	849	154	511	
5 140	9	345	2 915	101	570	236	240	
3 715	56	2 050	2 216	74	167	182	334	
1 205	2	62	224	7	838	26	464	
8 690	559	14 785	33 363	879	853	2 080	891	
3 633	4	120	336	8	855	32	578	
1 661	2	50	174	5	066	19	368	
8 456	71	1 185	1 615	30	297	252	161	
3 577	94	2 234	19 576	472	097	967	113	
4 591	20	285	1 851	26	768	109	540	
10			597	7	554	12	430	
803			40	803		10	294	
7 219	17	435	17 751	225	901	1 588	222	
363	40	924	626	14	824	111	476	
862	13	353	567	16	120	68	441	
4 373	91	2 097	3 898	96	426	271	407	
8 978	1 017	18 269	29 223	625	988	8 604	224	
6 893	353	5 989	9 492	171	276	1 786	173	
1 048	302	5 600	1 520	26	937	148	379	
1 377	5	55	2 023	22	698	267	340	
305	6	198	29	503		8	806	
1 457	935	10 420	3 709	42	874	677	616	
3 133	3 471	59 978	13 237	224	998	3 563	280	
4 740	56	919	1 897	30	331	281	663	
761	6	77	149	1	856	13	981	
4 924	358	5 814	1 901	28	203	473	102	
82	6	103	314	4	500	76	834	
8 555	585	9 767	20 185	323	894	3 967	217	
1 444	4	50	379	4	895	67	936	
3 490	150	2 119	2 562	36	723	334	406	
1 875	90	982	1 345	14	598	232	246	
7 210	3 627	43 502	11 196	130	338	1 915	508	
6 241	174	5 549	822	26	171	154	080	
2 485	111	3 783	2 894	67	717	869	032	
823	4	48	96	1	483	6	490	
0 639	35	785	732	17	023	64	490	
5 731			626	11	683	43	367	
739			148	6	043	13	868	
4 655			4 773	182	457	101	386	
9 984	271	6 057	8 275	197	663	1 878	728	
0 686	12 819	213 504	288 028	7 992	973	41 191	063	

(Sheet

## Annual Report to the Interstate Commerce Commission

The Atchison, Topeka and Santa Fe Ry. System. Year 1939  
641. REVENUE FREIGHT CARRIED DURING THE YEAR†—ContinuedReport for the Year ended December 31, 1939.  
The Atchison, Topeka and Santa Fe Ry. Syste  
641. REVENUE FREIGHT CARRIED DURING THE YEAR†—Continued

Class No.	Commodity group or class (a)	REVENUE FREIGHT ORIGINATING ON RESPONDENT'S ROAD				REVENUE FREIGHT RECEIVED FROM CONNECTING CARRIERS				TOTAL REVENUE FREIGHT CARRIED	
		TERMINATING ON LINE		DELIVERED TO CONNECTING CARRIERS		TERMINATING ON LINE		DELIVERED TO CONNECTING CARRIERS		Number of carloads (b)	Number of tons (2,000 lb.) (b)
		Number of carloads (b)	Number of tons (2,000 lb.) (b)	Number of carloads (b)	Number of tons (2,000 lb.) (b)	Number of carloads (b)	Number of tons (2,000 lb.) (b)	Number of carloads (b)	Number of tons (2,000 lb.) (b)		
<b>GROUP II. ANIMALS AND PRODUCTS (C. L.)</b>											
110	Horses, mules, ponies, and asses	274	3 249	774	9 441	106	1 290	22	257	1 176	14 237
111	Cattle and calves, single-deck	2,361	273 635	21 532	242 935	10 638	113 652	2 242	24 177	58 028	654 399
112	Calves, double-deck	157	2 296	297	4 558	527	7 556	256	3 590	1 237	18 000
113	Sheep and goats, single-deck	489	2 837	224	1 265	126	745	22	116	863	4 962
114	Sheep and goats, double-deck	5 759	60 633	5 522	54 742	1 803	18 840	564	5 576	13 648	139 791
115	Hogs, single-deck	743	6 307	58	503	200	1 765	4	34	1 005	8 608
116	Hogs, double-deck	3 598	47 145	99	1 354	1 131	15 232	15	184	4 843	63 915
117	Fresh meats, n. o. s.	1 676	20 762	6 711	78 618	513	7 605	49	712	8 949	107 697
118	Meats, cured, dried, or smoked	432	9 941	284	4 532	478	8 721	80	1 291	1 274	24 485
119	Butterine and margarine	19	249			19	283			38	532
120	Baking-bean products, edible, n. o. s., not including meat meals	550	8 697	203	2 787	227	3 926	7	137	987	15 547
121	Poultry, live	1	3	24	170	14	100	22	157	61	436
122	Poultry, dressed	109	1 312	1 195	13 834	67	994	46	538	1 417	16 678
123	Eggs	226	2 592	401	4 446	63	850	88	1 155	778	9 043
124	Butter	432	4 860	833	9 599	166	2 227	22	245	1 453	16 931
125	Cheese	13	170	4	54	127	1 975	10	166	154	2 365
126	Wool	1 344	16 855	890	13 991	74	929	82	988	2 390	32 763
127	Hides, green	311	8 689	427	12 263	2	39	39	958	779	21 948
128	Leather			2	26	1	15			3	41
129	Fish or sea-animal oil	574	21 540	174	4 907	56	2 050	73	2 152	877	30 649
130	Animals, live, n. o. s.	676	16 210	784	18 284	298	7 036	139	3 851	1 897	45 381
131	Inland products, n. o. s. (other than leather and leather articles)	676	16 210	784	18 284	16 638	195 830	3 782	46 284	101 857	1 228 411
<b>TOTAL ANIMALS AND PRODUCTS</b>											
<b>GROUP III. PRODUCTS OF MINES (C. L.)</b>											
132	Anthracite coal	236	10 320	164	6 501	9	290	2	54	411	17 165
133	Bituminous coal	13 368	580 776	8 708	403 196	10 840	430 543	5 680	316 767	38 586	1 731 282
134	Coke	350	14 003	2 175	103 526	563	20 008	53	1 814	3 141	139 351
135	Iron ore					2	50	1	27	762	44 089
136	Copper ore and concentrates	30 898	2 206 500	50	2 210	36	1 523	3	120	30 984	2 210 233
137	Lead ore and concentrates	630	27 864	1	41	1	42	3	635	28 067	179 874
138	Zinc ore and concentrates	2 121	108 454	1 020	47 365	384	21 555	41	2 500	3 566	74 781
139	Ore and concentrates, n. o. s.	959	48 063	363	17 131	125	6 026	72	3 561	1 519	1 469 994
140	Gravel and sand (other than glass or molding)	15 895	877 813	7 197	389 444	3 423	190 150	245	12 587	26 760	587 130
141	Stone, broken, ground, or crushed	7 773	416 296	1 601	89 614	1 358	74 998	124	6 222	10 856	9 903
142	Stone, rough, n. o. s.	108	4 918	22	957	100	3 829	6	199	236	4 288
143	Stone, finished, n. o. s.	16	413	8	249	98	3 069	19	657	141	541 086
144	Petroleum, crude	7 357	269 735	817	29 415	6 407	239 725	70	2 211	14 651	332 648
145	Asphalt (natural, by-product, or petroleum)	3 420	121 181	4 722	176 525	961	33 250	53	1 592	9 156	200 270
146	Salt	1 452	46 061	2 806	86 642	2 077	62 955	125	4 712	6 460	
147	Phosphate rock, crude (ground or not ground)	10 630	723 300	1 346	64 323	45	1 737	6	235	12 027	794 595
148	Sulphur (brimstone)	7 594	392 587	1 761	84 620	2 438	111 851	126	5 470	11 919	599 528
149	Products of mines, n. o. s.	102 807	5 853 284	33 520	1 550 671	28 867	1 201 601	6 626	358 728	171 820	8 964 284
<b>TOTAL PRODUCTS OF MINES</b>											

Class No.	Commodity group or class (a)	REVENUE FREIGHT ORIGINATING ON RESPONDENT'S ROAD				REVENUE FREIGHT RECEIVED FROM CONNECTING CARRIERS				TOTAL REVENUE FREIGHT CARRIED	
		TERMINATING ON LINE		DELIVERED TO CONNECTING CARRIERS		TERMINATING ON LINE		DELIVERED TO CONNECTING CARRIERS		Number of carloads (b)	Number of tons (2,000 lb.) (b)
		Number of carloads (b)	Number of tons (2,000 lb.) (b)	Number of carloads (b)	Number of tons (2,000 lb.) (b)	Number of carloads (b)	Number of tons (2,000 lb.) (b)	Number of carloads (b)	Number of tons (2,000 lb.) (b)		
<b>GROUP IV. MANUFACTURED, PACKED, OR COMBINED PRODUCTS (C. L.)</b>											
150	Antimony	10	100	10	100	10	100	10	100	10	100
151	Barium	10	100	10	100	10	100	10	100	10	100
152	Boron	10	100	10	100	10	100	10	100	10	100
153	Bromine	10	100	10	100	10	100	10	100	10	100
154	Chlorine	10	100	10	100	10	100	10	100	10	100
155	Fluorine	10	100	10	100	10	100	10	100	10	100
156	Hydrogen	10	100	10	100	10	100	10	100	10	100
157	Iodine	10	100	10	100	10	100	10	100	10	100
158	Mercury	10	100	10	100	10	100	10	100	10	100
159	Nitrogen	10	100	10	100	10	100	10	100	10	100
160	Phosphorus	10	100	10	100	10	100	10	100	10	100
161	Sulfur	10	100	10	100	10	100	10	100	10	100
162	Water	10	100	10	100	10	100	10	100	10	100
163	Acetone	10	100	10	100	10	100	10	100	10	100
164	Ammonium	10	100	10	100	10	100	10	100	10	100
165	Ammonium nitrate	10	100	10	100	10	100	10	100	10	100
166	Ammonium phosphate	10	100	10</							

Report for the Year ended December 31, 1929  
 The Atchison, Topeka and Santa Fe Ry. System.  
 REVENUE FREIGHT CARRIED DURING THE YEAR—Continued

From Competing Carriers		Total Revenue Freight Carried			Percent increase (column 5)	Chg. No.
Delivered to Connecting Carriers		Number of carloads (a)	Number of tons (2,000 lb.) (b)	Number of carloads (c)		
22	257	1 176	14 237	116 226		
2 242	24 177	58 028	654 399	3 958 134		
256	3 590	1 237	18 000	107 791		
22	116	863	4 963	36 618		
564	5 576	13 648	139 791	971 846		
4	34	1 005	8 609	43 688		
15	184	4 843	63 915	662 734		
49	712	8 949	107 697	1 060 712		
80	1 291	1 274	24 485	387 740		
		38	532	7 588		
7	137	987	15 547	203 976		
22	157	1 61	436	8 066		
46	538	1 417	16 678	254 849		
88	1 155	778	9 043	113 754		
22	245	1 453	16 931	257 382		
10	166	154	2 365	46 359		
82	988	2 390	32 763	451 819		
39	958	779	21 946	152 604		
		3	41	1 191		
73	2 152	877	30 649	110 565		
139	3 851	1 897	45 381	420 398		
3 782	46 284	101 857	1 228 411	9 361 968		
2	54	411	17 165	38 221		
3 680	316 767	38 596	1 731 282	2 221 576		
53	1 814	3 141	139 351	209 662		
1	27	762	44 089	98 723		
		30 984	2 210 233	326 215		
3	120	635	28 067	118 766		
41	2 500	3 566	179 874	404 679		
72	3 561	1 519	74 781	278 006		
245	12 587	26 760	1 469 994	899 797		
124	6 222	10 856	587 130	492 516		
6	199	236	9 903	36 585		
19	657	141	4 288	12 685		
70	2 211	14 651	541 086	549 064		
53	1 692	9 156	332 648	800 724		
125	4 712	6 460	200 270	637 586		
6	235	12 027	794 595	977 202		
126	5 470	11 919	599 528	1 066 503		
6 626	358 728	171 820	8 964 284	9 168 500		

Annual Report to the Interstate Commerce Commission  
**The Atchison, Topeka and Santa Fe Ry. System, Year 1939**  
 341. REVENUE FREIGHT CARRIED DURING THE YEAR—Continued

Item No.	Commodity group or class	TERMINATING ON LINE		DELIVERED TO CONNECTING CARRIER		Total Revenue
		Number of carloads	Number of tons (thousand lbs.)	Number of carloads	Number of tons (thousand lbs.)	
<b>GROUP IV. PRODUCTS OF FORESTS (C. L.)</b>						
40 Logs	8 232	124 782	17	598		
41 Posts, poles, and piling	1 043	30 275	477	14 275		
42 Wood (fuel)	62	1 936	7	187		
43 Tie, railroad	884	29 573	65	1 963		
44 Pulpwood	563	24 132	778	33 096		
45 Lumber, shingles, and lath	8 182	226 603	8 185	208 007		
46 Box, crate, and package materials	371	980	480	11 470		
47 Cancer and built-up wood	2	35	4	84		
48 Rosin	17	499				
49 Turpentine	59	1 623	22	640		
50 Crude rubber (not refined)	12	334	52	1 685		
51 Products of forests, n. o. s.	88	1 731	186	4 798		
Total, Products of forests	14 515	451 503	10 273	276 603		
					621	1 396
					267 417	956

**GROUP V. MANUFACTURED AND MISCELLANEOUS (C. L.)**

Item No.	Commodity group or class	TERMINATING ON LINE		DELIVERED TO CONNECTING CARRIER		Total Revenue
		Number of carloads	Number of tons (thousand lbs.)	Number of carloads	Number of tons (thousand lbs.)	
<b>Petroleum oils, refined, and all other gasoline</b>						
40 Petroleum oils, refined, and all other gasoline	40 253	1 134 100	57 425	1 534 819		
41 Fuel, road, and petroleum products, n. o. s.	18 271	701 006	17 633	560 867		
42 Lubricating oils and greases	4 265	95 213	4 298	88 950		
43 Petroleum products, n. o. s.	101	2 730	153	4 017		
44 Coal-tar oil	1 412	43 217	435	13 028		
45 Vegetable oil, n. o. s.	21	506	21	606		
46 Sugar (beet or cane)	508	17 860	403	12 197		
47 Table sirup and corn-syrup	1 491	48 217	1 760	65 253		
48 Molasses, blackstrap, and beet-sugar	315	8 305	21	584		
49 Iron, pig	396	17 907	93	4 025		
50 Iron and steel, cast, not otherwise classified, n. o. s.	30	1 647	47	2 532		
51 Cast iron pipe and fittings	7	392				
52 Cast iron pipe and fittings, n. o. s.	162	7 780	36	1 578		
53 Iron and steel, wire, not woven	17	573	45	1 583		
54 Iron and steel, wire, woven	2 011	69 780	656	23 275		
55 Steel, sheet, n. o. s., not otherwise classified, n. o. s.	759	25 470	77	2 237		
56 Copper, Ingot, matte, and pig	3 051	104 522	678	21 000		
57 Copper, brass, and bronze, bar, sheet, and pipe	64	3 228	1 159	63 703		
58 Lead and tin, Ingot, pig, or bar	53	2 619	257	14 591		
59 Aluminum, Ingot, pig, or slate	189	8 987	559	26 116		
60 Machinery and tools	314	6 674	366	8 415		
61 Cement, natural or Portland, building	13 885	462 843	6 912	250 544		
62 Brick, common	669	24 475	203	6 553		
63 Brick, n. o. s., and building tile	912	32 366	819	29 098		
64 Artificial stone, n. o. s.	50	1 670	10	301		
65 Lime, quicklime, slaked lime	480	12 430	137	3 740		
66 Plaster (stucco) or wall and dry calamine	2 365	54 380	2 271	64 925		
67 Sewer pipe and drain tile, cast metal	581	9 651	55	983		
68 Agricultural implements and parts, n. o. s.	435	6 336	90	1 490		
69 Vehicles, horse-drawn, and parts, n. o. s.	475	6 386	133	2 196		
70 Tractors and parts	28	749	7	268		

Report for the Year ended December 31, 1939  
**The Atchison, Topeka and Santa Fe Ry.**  
 341. REVENUE FREIGHT CARRIED DURING THE YEAR

Item No.	Commodity group or class	TERMINATING ON LINE		DELIVERED TO CONNECTING CARRIER		Total Revenue
		Number of carloads	Number of tons (thousand lbs.)	Number of carloads	Number of tons (thousand lbs.)	
<b>TERMINATING ON LINE</b>						
2 001		80 965	3		105	5 253
2 273		63 044	141		3 972	3 934
		19	548			88
		566	17 386	6	148	1 521
				1	31	1 342
16 289		413 476	2 188		58 750	34 844
4 029		96 215	226		5 493	5 106
		566	16 563	113	2 792	685
		31	840			24
		19	433			81
		3	102			45
					113	68
267 417		702 222	2 744		72 842	53 949

Report for the Year ended December 31, 1929

## Atchison, Topeka and Santa Fe Ry. System.

## 61. REVENUE FREIGHT CARRIED DURING THE YEAR.—Continued

## 61.1. FROM CONNECTING RAILROADS

## 61.2. VIA OTHER CONNECTING RAILROADS

				Total Revenue Freight Carried					
		Number of cars	Number of tons carried		Number of cars	Number of tons carried	Freight revenue balance	Op. No.	
5	3	105	5 253	206	450	87	055	-	
4	141	3 972	3 934	111	566	353	255	-	
3			88		2 671	3	957	-	
6	6	148	1 521		49 070	128	726	-	
1	31	1 342			57 259	31	128	-	
2	188	58 755	34 844	906	843	3	506	285	
3	226	5 493	5 106	123	159		293	535	
3	113	2 792	685		19 474	74	956	-	
3	24		49		1 363	6	966	-	
3	81		103		2 777	34	244	-	
2	45		68		2 166	27	722	-	
1	396		956	20	572	82	817	-	
2	2 744	72 842	53 949	1	503 370	4	730	747	

3	3 711	97 536	116 584	3	178 463	10	032	760	-
7	292.	9 166	38 945	1	370 986	3	741	589	-
4	500	10 620	11 713		244 237	1	168	369	-
2	116	3 248	475		12 587		54	400	-
2	27	1 000	2 123		64 745		446	121	-
3	11	240	125		2 828		18	625	-
3	73	2 230	1 128		36 515		235	610	-
1	441	16 291	5 700	193	762	1	458	298	-
2	24	611	713	19	235		176	760	-
3	5	110	912	41	658		137	045	-
3	59	3 461	507	28	392		28	957	-
3			99	6	235		21	121	-
12	33	726	858	45	214		76	762	-
3	120	2 753	985	26	065		98	061	-
3	151	16 193	7 043	236	684	2	087	183	-
3	363	12 896	2 354	76	406		554	608	-
1	097	41 213	9 518	334	164	2	401	840	-
1	191	0 741	1 937	101	516		586	311	-
2	16	612	386	19	334		107	696	-
2	32	1 427	863	40	385		193	107	-
1		20	17		358		6	208	-
183	4	4 471	2 088	45	032		678	817	-
3	1	866	23 886	812	732	2	142	723	-
3	17	507	1 388		48 488		85	686	-
3	247	5 938	3 117	111	736		272	865	-
3	3	82	115	3	800		11	484	-
13		300	1 827	51	269		115	065	-
137	4	0 410	6 069	142	470		521	601	-
138	4	78	1 062	18	346		97	787	-
1	1	1 975	1 783	25	438		312	596	-
113	1	15	15	166		2	319	-	-
113	2	0 075	1 823	26	780		359	138	-

Logs	8 432	124 782	17	598	2 001	80 965	3	105	5 253
Posts, poles, and pilings	1 043	30 275	477	14 275	2 273	63 044	141	3 972	3 931
Wood (fuel)	62	1 936	7	187	19	548	6	88	
Ties, railroad	884	29 573	65	1 963	566	17 386	1	148	1 521
Pulpwood	563	24 132	778	33 096	566	16 563	113	31	1 342
Lumber, shingles, and lath	8 182	226 603	8 185	205 007	16 289	413 478	2 188	58 755	34 844
Box, crate, and cofferage materials	371	9 980	480	11 470	4 029	96 216	226	5 493	5 106
Veneer and built-up wood	2	35	4	84	566	16 563	113	2 792	685
Rosin	17	499	22	640	31	840	1	24	48
Turpentine	59	1 623	52	1 685	19	433	3	81	103
Crude rubber (not reclaimed)	12	334	186	4 798	3	102	1	45	68
Products of forests, n.o.s	88	1 731	4	621	12 647	61	1 396	1 396	956
<b>TOTAL PRODUCTS OF FORESTS</b>	<b>14 515</b>	<b>451 503</b>	<b>10 273</b>	<b>276 803</b>	<b>26 417</b>	<b>702 222</b>	<b>2 744</b>	<b>72 842</b>	<b>53 949</b>

**GROUP V. MANUFACTURES AND MISCELLANEOUS (C 1)**

Petroleum oils, refined, and all other gasoline	40 253	1 134 100	57 425	1 534 819	15 195	412 008	3 711	97 536	116 584
Fuel oil, and petroleum residual oils, n.o.s	18 271	701 006	17 633	560 867	2 749	99 927	292	9 186	38 945
Lubricating oils and greases	4 265	95 213	4 292	88 950	2 650	48 464	500	10 620	11 713
Petroleum products, n.o.s	101	2 730	153	4 017	106	2 592	116	3 248	476
Cooking oil	1 412	43 217	435	13 028	249	7 500	27	1 000	2 123
Linen oil	21	506	21	606	72	1 496	11	220	125
Vegetable oils, n.o.s	508	17 860	403	12 197	144	4 228	73	2 230	1 128
Sugar (beet or cane)	1 491	48 217	1 760	65 253	2 008	63 951	441	16 291	5 700
Table sirups and edible molasses	315	8 305	21	584	353	9 735	24	611	713
Molasses, blackstrap and less refined	396	17 907	93	4 025	418	19 516	5	210	912
Iron, pig	30	1 647	47	2 532	371	20 552	59	3 461	507
Iron and steel, ready for class in official classification, n.o.s	7	392			92	5 643			99
Rails, fastenings, frogs, and switches	162	7 780	36	1 578	48	2 128	612	33 726	858
Cast-iron pipe and fittings	17	573	45	1 563	803	21 156	120	2 753	985
Iron and steel pipe and fittings, n.o.s	2 011	69 780	658	23 275	3 893	127 436	451	16 193	7 043
Iron and steel: Nails and wire, not woven	759	25 470	77	2 237	1 135	35 803	383	12 696	2 354
Lead and zinc, not classed in official classification, n.o.s	3 051	104 522	678	21 000	4 002	167 429	1 097	41 213	9 518
Copper: Ingot, matte, and pig	64	3 228	1 159	63 703	523	24 841	191	9 741	1 937
Copper, brass, and bronze: Bar, sheet, and pipe	53	2 619	257	14 591	60	1 512	16	612	386
Lead and zinc: Ingot, pig, or bar	199	8 887	559	26 116	73	3 655	32	1 427	863
Aluminum: Ingot, pig, or slab					16	838	1	20	17
Machinery and boilers	314	6 674	366	8 415	1 215	26 572	193	4 471	2 088
Cement, natural or Portland (building)	13 885	462 843	6 912	250 544	3 022	97 479	65	1 866	23 885
Brick, common	669	24 475	203	6 553	469	16 653	17	607	1 358
Brick, n.o.s., and building tile	912	32 366	819	29 098	1 233	44 331	147	5 938	3 117
Artificial stone, n.o.s.	50	1 670	10	301	52	1 747	3	82	115
Lime, common (quick or slaked)	480	12 430	137	3 740	1 197	34 793	13	300	1 827
Plaster (stucco or wall) and dry lime-mortar	2 365	54 380	2 771	64 925	796	19 119	137	4 040	6 069
Sewer pipe and drain tile (not metal)	584	9 651	55	983	419	7 634	4	78	1 062
Agricultural implements and parts, n.o.s.	435	6 336	90	1 490	1 123	15 637	135	1 975	1 783
Vehicles, horse-drawn, and parts, n.o.s.			3	15	11	1 136	1	15	15
Tractors and parts	475	6 386	133	2 196	1 102	16 123	113	2 075	1 823
Railway car wheels, axles, and trucks	28	749	7	268		156	21	898	65
Automobiles (passenger)	3 081	18 541	1 305	7 605	10 929	65 376	1 714	10 537	17 029
Autotrucks	100	647	114	746	1 337	9 376	199	1 407	1 750
Automobiles and autotrucks, K-1, and parts	377	5 000	82	1 645	3 635	66 043	891	14 014	4 985
Automobile and autotruck tires	93	1 767	423	8 171	510	8 690	174	3 740	1 200
Furniture, metal	86	1 060	76	1 041	297	3 620	64	603	523
Furniture, other than metal	192	1 924	146	1 078	1 436	12 062	226	2 019	2 000
Beverages	782	19 043	1 016	46 212	2 563	66 070	938	25 674	1 199
Carried forward	98 294	2 353 801	101 026	2 973 987	67 307	1 554 479	13 251	343 971	275 878

5	3	105	5 253	206 450	87 055
4	141	3 972	3 934	111 566	353 255
3			88	2 671	3 957
6	6	148	1 521	49 070	128 726
1	1	31	1 342	57 259	31 128
2	188	58 750	34 844	906 843	3 506 285
3	226	5 493	5 106	123 159	393 536
3	113	2 792	685	19 474	74 956
3		24	49	1 363	6 966
3		81	103	2 777	34 244
2		45	68	2 166	27 722
7	61	1 396	956	20 572	82 917
2	2 744	72 842	53 949	1 503 370	4 730 747
3	3 711	97 536	116 584	3 178 463	10 032 760
7	292	9 106	38 945	1 370 986	3 741 689
4	500	10 620	11 713	244 237	1 158 362
2	116	3 248	476	12 587	54 400
2	27	1 000	2 123	64 745	446 121
3	11	220	125	2 828	18 625
3	73	2 230	1 128	36 515	235 610
1	441	16 291	5 700	193 762	1 458 298
2	24	611	713	19 236	176 750
5		210	912	41 658	137 045
3	29	3 461	507	28 392	28 967
3	612	33 728	858	6 235	21 121
3	120	2 753	.985	46 214	76 762
3	481	16 193	7 043	26 065	98 061
3	383	12 686	2 354	236 684	2 087 183
1	097	41 213	9 518	76 406	554 608
1	191	0 741	1 937	334 164	2 401 840
1	16	612	386	101 516	586 311
3	32	1 427	863	19 334	107 695
1		20	17	40 385	193 107
1	193	4 471	2 088	358	6 208
6	66	1 866	23 885	45 032	678 817
17		607	1 358	812 732	2 142 723
147	5	938	3 117	48 488	85 686
3		82	115	111 736	272 865
13		300	1 827	3 800	11 484
137	4	645	6 069	51 269	115 055
4		78	1 062	142 470	521 601
135		1 975	1 783	18 346	97 787
1		15	15	25 438	312 596
113		2 075	1 823	26 780	359 138
2		898	65	2 071	9 164
1	714	10 537	17 029	102 061	3 050 305
1		1 407	1 750	12 178	370 654
891	14	014	4 985	86 732	1 817 890
174		3 740	1 200	22 368	331 315
34		603	523	6 530	115 209
226		2 019	2 000	17 083	311 306
935		25 674	189	159 199	1 862 081
13	251	343 971	273 878	7 774 238	34 811 285

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**The Atchison, Topeka and Santa Fe Ry. System. Year 1939**  
 541. REVENUE FREIGHT CARRIED DURING THE YEAR!—Concluded

Commodity group or class	REVENUE FREIGHT ORIGINATING ON RESPONDENT'S ROAD					
	TERMINATING ON LINE		DELIVERED TO CONNECTING CARRIERS			
	Number of carloads (b)	Number of tons (1,000 lbs.) (c)	Number of carloads (d)	Number of tons (1,000 lbs.) (e)	Number of carloads (d)	Number of tons (1,000 lbs.) (e)
<b>GROUP V. MANUFACTURES AND MISCELLANEOUS (C. L.)—Con.</b>						
Brought forward.	98 294	2 959 801	101 026	2 875 987		
Ice.	308	6 768				
Fertilizers, n. o. s.	6 327	289 642	3 446	160 375		
Newspaper paper.	164	4 475	58	1 599		
Printing paper, n. o. s.	20	548	2	42		
Alcohol, denatured or wood.	41	721	13	235		
Sulphuric acid.	660	30 879	73	3 488		
Explosives, n. o. s.	87	1 330	354	4 618		
Cotton cloth and cotton fabrics, n. o. s.	7	89	28	280		
Bagging and bags, burlap, gunny, or jute.	412	7 171	99	2 044		
Canned food products, n. o. s.	2 028	57 265	3 168	106 892		
Tobacco, manufactured products.	41	750	10	158		
Paints in oil and varnishes.	116	2 858	29	662		
Pearl ash.						
Scrap iron and scrap steel.	2 422	113 316	1 960	88 085		
Paper bags and wrapping paper.	280	7 126	516	13 622		
Particleboard, pulpboard, and wallboard (paper).	2 547	67 671	619	15 815		
Building paper and prepared roofing materials.	556	11 649	810	18 223		
Building woodwork (millwork).	123	2 402	82	1 633		
Soap and washing compounds.	1 010	21 110	315	7 123		
Glass, flat, other than plate.	8	197	7	212		
Glass: Bottles, jars, and jelly glasses.	413	8 632	442	7 993		
Manufactures and miscellaneous, n. o. s.	29 567	742 029	16 883	379 829		
<b>TOTAL MANUFACTURES AND MISCELLANEOUS.</b>	<b>145 421</b>	<b>4 336 419</b>	<b>129 940</b>	<b>3 687 915</b>		
<b>GRAND TOTAL, CARLOAD TRAFFIC.</b>	<b>445 986</b>	<b>16 041 602</b>	<b>314 065</b>	<b>8 120 173</b>		
<b>GROUP VI. L. C. L. FREIGHT</b>						
All L. C. L. freight.		308 959		59 882		
<b>GRAND TOTAL, CARLOAD AND L. C. L. TRAFFIC.</b>	<b>1 877</b>	<b>28 902</b>	<b>595</b>	<b>10 587</b>		
Forwarder traffic included in Class 701 <sup>a</sup> .						

Note.—Dress charges for protective services to perishable freight, without deduction for any proportion thereof credited to account No. 101, "Freight."

- (a) Charge for service for the protection against heat. : 2 114 563 17  
 (b) Charge for service for the protection against cold. : 2 147 68

Report for the Year ended December  
**The Atchison, Topeka and Santa Fe Ry. System**  
 541. REVENUE FREIGHT CARRIED DURING

TERMINATING ON LINE	REVENUE FREIGHT RECEIVED FROM CONNECTING CARRIERS			
	TERMINATING ON LINE		DELIVERED TO CONNECTING CARRIERS	
	Number of carloads (b)	Number of tons (1,000 lbs.) (c)	Number of carloads (b)	Number of tons (1,000 lbs.) (c)
67 307	1 594	479	13 251	343 971
13	301			2
1 100	34 624		55	2 150
1 117	20 969		549	16 220
568	14 047		123	3 183
74	1 466		9	172
42	2 207		2	101
343	5 932		27	526
198	3 072		8	163
89	1 776		21	507
3 639	94 877		865	26 772
269	5 726		25	498
213	5 316		54	1 411
299	12 876		108	4 506
1 354	32 452		87	2 143
1 071	26 757		194	4 581
698	16 607		161	3 994
491	10 747		48	1 062
209	4 376		31	647
229	7 465		41	1 377
324	5 924		188	3 299
22 578	410 023		3 701	82 788
102 225	2 322	020	19 538	500 270
207 218	5 182	359	45 509	1 191 528
				1
				1 705
				1
				6 324
				1 97 952
				1
				1 705

Difference between amount reported in schedule and total shown on line 1 column adjustments resulting from absorptions on revenues not carried through column (1) of

Report for the Year ended December 31, 1930  
**The Atchison, Topeka and Santa Fe Ry. System.** (Sheet 4 of 4 sheets) 819  
 541. REVENUE FREIGHT CARRIED DURING THE YEAR)—Concluded

REVENUE FREIGHT RECEIVED FROM CONNECTING CARRIERS						TOTAL REVENUE FREIGHT CARRIED						Freight revenue (dollars)	Class No.
TERMINATING ON LINE		DELIVERED TO CONNECTING CARRIERS				Number of carloads		Number of tons (2,000 lb.)		Number of carloads		Number of carloads (1)	Number of tons (2,000 lb.) (2)
Number of carloads (1)	Number of tons (2,000 lb.) (2)	Number of carloads (1)	Number of tons (2,000 lb.) (2)	Number of carloads (1)	Number of tons (2,000 lb.) (2)	Number of carloads (1)	Number of tons (2,000 lb.) (2)	Number of carloads (1)	Number of tons (2,000 lb.) (2)	Number of carloads (1)	Number of tons (2,000 lb.) (2)		
67 307	1 594 479	13 251	343 971	279 878	7 774 238	35 811	286						
13	13 301			321	7 069	11	975						
1 100	34 624	55	2 150	10 928	486 791	2	373	512					
1 117	30 969	549	16 220	1 888	53 263	218	581						
568	14 047	123	3 183	713	17 820	142	167						
74	1 466	9	172	137	2 594	20	361						
42	2 207	2	101	777	36 675	60	090						
343	5 932	27	626	811	12 506	117	616						
198	3 072	8	163	241	3 604	54	474						
89	1 778	21	507	621	11 500	85	692						
3 639	94 877	855	26 772	9 690	284 796	2	810	612					
269	5 726	25	498	345	7 132	124	835						
213	5 316	54	1 411	412	10 247	118	379						
299	12 875	108	4 505	4 789	218 781	649	451						
1 354	32 452	87	2 143	2 237	55 343	298	149						
1 071	26 757	194	4 581	4 431	114 924	408	213						
698	16 607	161	3 994	2 225	50 473	277	814						
491	10 747	48	1 062	744	16 844	61	122						
209	4 376	31	647	1 565	33 256	357	203						
229	7 465	41	1 377	285	9 251	75	611						
324	5 924	188	3 299	1 367	25 848	140	613						
22 578	410 023	3 701	82 788	72 719	1 614 669	13	421	890					
102 225	2 322 020	19 538	500 270	397 124	10 846 624	67	639	445					
207 218	5 182 359	45 509	1 191 528	1 012 778	30 635 662	122	091	723					
	142 720		6 324		517 886	10	449	688					
	5 325 079		1 197 952		31 053 647	132	541	311					
2 394	36 371	160	1 705	5 026	77 565	1	857	377					

Difference between amount reported in column (1) class 860 of this schedule and total shown on line 1 column (b) Schedule 310 is due to adjustments resulting from absorptions and corrections in freight revenue not carried through column (1) of the former schedule.

ARIZONA

The Atchison, Topeka and Santa Fe Ry. Co.,  
Report for the Year ended December 31, 1939.

Defendant's Exhibit No. Jan. 6, 1

## The Atchison, Topeka and Santa Fe Ry. Co. Arizona. Year 1939.

## 941. REVENUE FREIGHT CARRIED DURING THE YEAR—WITHIN THE STATE\*

Give the particulars called for concerning the commodities carried on the respondent's road during the year, the revenue from which is includable in account No. 101, "Freight", classifying them in accordance with the Interstate Commerce Commission's Order in the Matter of Freight Commodity Statistics, effective January 1, 1938, as amended by order of December 16, 1938.

In stating the number of tons received from connecting carriers, include all shipments that, so far as apparent from the information on the waybills or abstracts of waybills, have been received from connecting rail carriers either directly or indirectly. Shipments from boat lines should also be included when identified as having had pre-

vious rail transportation by United States rail carriers or en route on joint through bills of lading by connecting water carriers and railroads.

Tonage originating on switching roads connecting directly or indirectly with respondent's line should be regarded as tonnage originated by respondent. Imports traffic and traffic from outlying possessions of the United States received from water carriers should be regarded as originating at the port of entry. All other tonnage should be treated as originating on line, including finished products from tranship points.

If the application of these instructions results in any marked deviation from the

respondent's past practice, that fact should be stated in a footnote in order that proper allowances can be made in interpreting the statistics.

Particulars for Classes Nos. 10 to 701 should include carload traffic only, all less than carload traffic being included in Class No. 702.

Information as to carloads and tons of forwarder traffic included in Class 701 should be reported against commodity class designated 701-A. To avoid undue clerical labor, Class 701-A may be restricted to the principal forwarding companies or their subsidiaries originating in the aggregate not less than approximately 50 percent of such traffic handled on respondent's line. The term "forwarder traffic" is defined in the third paragraph of instructions for schedule No. 41 on page No. 512.

Class No.	Commodity (a)	Revenue Freight Originating on RESPONDENT'S ROAD WITHIN THE STATE		ALL OTHER REVENUE FREIGHT CARRIED WITHIN THE STATE		TOTAL REVENUE FREIGHT CARRIED WITHIN THE STATE		TOTAL REVENUE FREIGHT TERMINATING ON RESPONDENT'S ROAD WITHIN THE STATE	
		Number of carloads (b)	Number of tons (2,000 lb.) (c)	Number of carloads (d)	Number of tons (2,000 lb.) (e)	Number of carloads (f)	Number of tons (2,000 lb.) (g)	Number of carloads (h)	Number of tons (2,000 lb.) (i)
<b>GROUP I. PRODUCTS OF AGRICULTURE (C. I.)</b>									
10 Wheat				78	2,696	78	3,696	1	29
11 Corn		9	264	1,135	47,714	1,165	47,919	1	21
12 Oats		1	15	42	1,479	42	1,484	1	200
13 Barley and rye				173	7,548	173	7,548	1	39
14 Rice		1	11	160	8,484	161	8,485	1	311
15 Grain, n. o. s.				16	530	16	530		
16 Flour, wheat		73	2,259	565	16,073	628	17,232	439	11,485
17 Meal, corn				65	1,896	65	1,896	21	572
18 Flour and meal, edible, n. o. s.				28	917	28	917	3	56
19 Cereal food preparations, edible, n. o. s.				508	8,208	509	8,208	64	1,266
20 Mill products, n. o. s.		29	656	287	8,397	283	8,043	92	2,027
21 Hay and alfalfa		118	1,672	24	1,496	218	3,167	156	3,319
22 Straw									
23 Tobacco, leaf				40	803	40	803		
24 Cotton in bales		211	4,619	103	2,567	404	7,184	343	8,277
25 Cotton in bags, cords, and bales		2	42	8	48	4	90		
26 Cottonseed oil		2	48	24	599	26	647	2	60
27 Cottonseed meal and cake		99	3,500	1	25	100	3,525	17	402
28 Oranges and grapefruit		546	9,122	21,404	286,187	21,978	395,249	7	95
29 Lemons, limes, and citrus fruit, n. o. s.		7	117	4,731	80,854	4,726	80,971		
30 Apples, fresh				107	1,962	107	1,962	50	1,058
31 Bananas				183	2,002	183	2,002	171	1,877
32 Berries, fresh									
33 Cantaloupes and melons		891	10,949	193	2,215	1,086	13,164		
34 Grapes, fresh		23	224	8,517	144,349	8,540	144,663	3	37
35 Peaches, fresh				684	7,317	484	7,317		102
36 Watermelons		15	177	19	831	24	409	1	12
37 Fruits, tropical, domestic, n. o. s.		2	85	1,294	18,518	1,293	18,537	78	976
38 Fruits, fresh, tropical, n. o. s.				195	2,056	195	2,056		
39 Potatoes, other than sweet		12	250	9,508	146,042	9,514	146,993	122	1,894
40 Cabbage		34	451	118	2,520	152	1,971		
41 Onions				244	5,171	343	5,171	10	146
42 Turnips				753	8,156	755	8,156		
43 Asparagus, fresh									353

Jan. 6, 1941

Court, Plaza Co., Ariz.  
S.P.C. No. 20087

Distr. Pl. No.

(Witness J.P. McDonald)

(Sheet 1 of 2 sheets)

5. Fruits, fresh, tropical, n.o.s.									
6. Potatoes, other than sweet	12	150	9 508	195	2 854	195	2 854	2	176
7. Cabbage	34	451	118	146	943	9 514	146	993	1 894
8. Onions				1	520	152	1	371	
9. Tomatoes				348	9 171	342	5 171	10	146
10. Vegetables, fresh, n.o.s.				755	9 156	755	8 156		
	2 836	33 910	2 688	30 037	5 524	62 947	31	353	

11. Beans and peas, dried	7	210	177	5 511	184	5 721	8	183	
12. Fruits, dried or evaporated			1 179	40 486	1 179	40 486	26	653	
13. Vegetables, dried, n.o.s.			8	134	8	134			
14. Vegetable oil cake and meal, except soya-based			7	271	7	271	1	20	
15. Flaxseed			56	1 044	56	1 044	1	18	
16. Linseed									
17. Sheepskins									
18. Products of agriculture, n.o.s.	49	1 493	1 138	31 967	1 187	32 460	45	1 498	
	5 136	66 048	56 300	1 021 983	61 436	1 090 025	1 675	31 940	

19. GROUP II: ANIMALS AND PRODUCTS OF ANIMALS									
20. Horses, ponies, and asses	163	1 881	71	825	234	2 704	39	433	
21. Carted cattle, single-deck	8 511	26 196	1 873	21 427	4 386	47 623	755	7 958	
22. Cattle, double-deck	21	673	15	237	46	710		50	
23. Sheep and lambs, single-deck	19	110	13	76	22	186	8	50	
24. Sheep and lambs, double-deck	917	9 491	90	928	1 007	10 438	565	5 822	
25. Hogs, single-deck			17	167	17	167	1	9	
26. Hogs, double-deck			2 816	37 196	2 816	37 196	6	80	
27. Lambs, n.o.s.			147	2 359	147	2 359	1	11	
28. Mutton, red, dried, or sun-dried			471	11 353	471	11 353	12	302	
29. Butter and margarine			7	90	7	90			
30. Eggs, prepared, n.o.s.			205	3 581	205	3 581	10	167	
31. Hides, live			26	183	26	183			
32. Hides, dressed			46	600	46	600			
33. Eggs			79	1 030	79	1 030	4	45	
34. Butter			196	2 569	196	2 569	17	226	
35. Cheese			92	1 246	92	1 246	19	291	
36. Wool	54	689	4	67	58	956			
37. Hides, green	15	223	172	5 626	107	5 937			
38. Leather			3	61	3	61			
39. Fish or sea-animal oil			245	6 980	245	6 980			
40. Animals, live, n.o.s.									
41. Animal products, n.o.s., other than fertilizers and fertilizer materials	19	616	685	17 854	704	18 270	32	434	
	3 729	38 769	1 873	114 712	11 008	134 402	1 440	15 880	
TOTAL ANIMALS AND PRODUCTS:									

42. GROUP III: PRODUCTS OF MINES (C.L.)									
43. Anthracite coal			27	641	87	641	3	69	
44. Bituminous coal			1 903	71 781	1 903	71 781	1 603	60 199	
45. Coke			134	4 987	134	4 987	43	1 483	
46. Iron ore									
47. Copper ore and concentrates	101	8 328	1	56	103	8 396	2	73	
48. Lead ore and concentrates	306	12 105		288	12 103				
49. Zinc ore and concentrates	20	8 045		56	2 660				
50. Ores and concentrates, n.o.s.	1 013	50 239	73	3 204	1 084	50 273	190	8 561	
51. Gravel and sand (other than glass or molding)	212	15 020	31	1 221	213	15 251	231	13 145	
52. Stone, broken, ground, or crushed	879	15 666	12	686	201	16 110	200	16 021	
53. Stone, rough, n.o.s.	77	3 679	12	566	69	4 225			
54. Stone, finished, n.o.s.			5	26	3	35			
55. Petroleum, crude			6	270	6	172			
Canned (by yard)			2 688	108 143	2 271	103 670	4 299	108 937	2 341
									99 830

\* Not required from switching and terminal companies.

† Trans-Stan traffic may be given in a footnote without subdivision by commodities, but if possible by direction of movement.

**The Atchison, Topeka and Santa Fe Ry. Co., Arizona. Year 1929.**  
**341. REVENUE FREIGHT CARRIED DURING THE YEAR—WITHIN THE STATE—Concluded**

Commodity (a)	REVENUE FREIGHT ORIGINATING ON RECEIPIENT'S ROAD WITHIN THE STATE		ALL OTHER REVENUE FREIGHT CARRIED WITHIN THE STATE		TOTAL REVENUE FREIGHT CARRIED WITHIN THE STATE		TOTAL REVENUE FREIGHT TERMINATING ON RECIPIENT'S ROAD WITHIN THE STATE	
	Number of carloads (b)	Number of tons (2,000 lb.) (c)	Number of carloads (d)	Number of tons (2,000 lb.) (e)	Number of carloads (f)	Number of tons (2,000 lb.) (g)	Number of carloads (h)	Number of tons (2,000 lb.) (i)
<b>GROUP III. PRODUCTS OF MINES (C. L.)—Contd.</b>								
Brought forward	3 029	102 148	2 272	62 679	4 299	105 847	2 341	92 650
Asphalt (natural, byproduct, or petroleum)		706	27 227	704	27 227	773	12 729	
Salt		62	3 359	63	3 359	78	2 229	
Phosphate rock, crude (ground or not ground)		126	7 315	124	7 315			
Sulphur (brimstone)		102	4 247	102	4 247			
Products of mines, n. o. s.	3 630	133 235	3 625	139 536	6 215	270 371	2 903	119 211
Total, Products of Mines								
<b>Group IV. PRODUCTS OF FORESTS (C. L.)</b>								
Logs								
Posts, poles, and punts	29	1 333	307	9 897	344	11 170	250	8 143
Wood fuel	26	923	1	82	37	974	29	747
Ties, railroad	59	1 823	44	1 921	105	3 743	5	195
Pulpwood								
Timber, shingles, and laths	3 291	61 907	3 753	78 925	6 046	160 809	1 539	42 472
Bark, rags, and long-leaf materials	497	18 063	199	6 837	686	16 919	348	6 022
Veneer and built-up wood								
Rubber								
Crude oil								
Crude rubber (including) (b)								
Products of forests, n. o. s.	32	817	91	1 677	101	1 824	7	111
Total, Products of Forests	7 913	98 704	3 576	102 863	7 510	201 167	2 098	58 072
<b>341. REVENUE FREIGHT CARRIED DURING THE YEAR—OUTSIDE THE STATE</b>								
Petroleum, refined, and all other distillates			3 999	36 198	2 999	93 198	2 834	89 381
Gasoline and petroleum substitutes	3	53	7 015	285 272	7 017	285 333	6 988	284 338
Lubricating oils and greases			905	18 016	905	18 028	298	4 417
Petroleum products, n. o. s.			23	771	38	771		
Cottonseed oil	52	1 584	403	18 438	633	20 072		
Linseed oil			12	397	12	297	1	24
Vegetable oil, n. o. s.			901	18 214	601	18 314	2	55
Soybean oil			2 426	66 316	2 436	88 316	170	4 714
Butter, ghee, and cattle molasses			187	5 926	187	5 936	13	453
Molasses, blackstrap and beet residual			17	737	17	737	10	418
Iron, pig			5	267	5	267		
Black strap molasses, dried, refined, n. o. s.								
Rubber stocks, raw, and switches	4	292	13	495	87	737	3	97
Cast-iron pipe and fittings			44	405	44	405	13	396
Iron and steel pipe and fittings, n. o. s.			619	12 323	419	13 223	76	2 263
Iron and steel, Nail and pin, not wagon or carriage, etc., and wire, not twisted or braided, etc.			300	3 018	310	3 018	56	1 938
Copper, wrought, n. o. s.	37	541	1 573	67 576	1 590	68 117	271	4 760
Copper, brass, and bronze, bar stock, wire, etc.	590	39 285			696	39 295		
			43	1 022	41	1 011		

Report for the Year ended December 31, 1929.

Report for the Year ended December 31, 1949

(2 sheets)

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Lead and zinc: Ingot, pig, or bar		60	2 730	60	2 730			
Aluminum: Ingot, ing., or slab		15	318	15	318			
Machinery and tools	20	616	542	13 328	582	13 944	32	712
Cement, natural or Portland cement	1	54	1 261	53 392	1 282	53 448	1 205	52 561
Brick, common			11	363	11	363	11	383
Brick, hollow and building tile			93	3 191	93	3 191	49	1 751
Artificial stone, n. o. s.	13	538	86	443	223	6 519	65	538
James, common, broken or slaked	166	6 078	86	12 460	476	12 420	221	5 055
Plaster, dry, for wall and dry Adsonite	1	90	475	1 646	90	1 715	88	1 678
Snow pipe and drain tile, hot metal	3	71	87	1 824	89	1 844	5	100
Aircraft and implements and parts, n. o. s.			1	3	1	5		
Automobiles, horse-drawn, and parts, n. o. s.			18	3	1	5		
Trucks and parts	5	103	153	2 696	160	3 700	14	380
Railway car wheels, axles, and trucks								
Automobiles, n. o. s.				2 811	16 822	2 811	16 822	393
Automobiles and parts				367	3 136	397	3 136	73
Automobiles and truck tires	5	83	3 367	60 155	3 392	60 257	77	531
Automobiles, n. o. s.			503	10 958	503	10 958	53	65
Automobiles, n. o. s.	8	30	194	2 425	190	3 503	16	171
Automobiles, other than metal			697	5 936	737	5 226	36	120
Beverages			2 470	67 702	2 470	67 702	352	8 403
Beer	60	1 931			98	3 983	98	3 932
Fertilizers, n. o. s.	27	607	97	3 950	134	4 385	28	777
Newspaper paper			138	8 588	128	8 526	109	2 900
Printing paper, n. o. s.			154	3 043	156	3 043	1	53
Alcohol, denatured or wood			80	481	80	481		
Sulphuric acid			1	51	1	51		
Explosives, n. o. s.	1	86	100	1 605	101	3 887	90	1 100
Cotton cloth and cotton fabrics, n. o. s.			125	1 830	125	2 890		
Bags and bags, burlap, gunny, or jute			38	1 302	53	1 302		244
Canned food products, n. o. s.	6	36	4 543	158 600	4 549	198 604	437	21 708
Tobacco, manufactured products			273	5 647	272	5 641		
Paints in oil and varnishes			93	2 049	90	2 049		80
Furnace slag								
Scrap iron and scrap steel	187	6 892	20	495	146	926		
Paper bags and wrapping paper			247	3 307	147	3 307	32	36
Paperboard, pulpboard, and wallboard (paper)			260	6 028	240	3 028	32	36
Building paper and prepared roofing materials			267	3 301	147	3 311	32	36
Building woodwork (millwork)			46	327	46	327	32	36
Soaps and washing compounds			293	5 826	246	5 826	47	663
Glass, flat, other than plate			143	5 094	143	5 094		
Glass: Bottles, jars, and jelly glasses			726	1 928	206	1 928	20	412
Manufactures and miscellaneous, s. o. s.	601	9 620	16 778	103 028	17 194	312 644	720	16 568
TOTAL MANUFACTURES AND MISCELLANEOUS	1 860	60 200	50 770	1 705 161	15 026	1 664 210	15 001	517 437
GRAND TOTAL, CARLOAD TRAFFIC	16 897	426 703	244 812	8 794 375	241 799	3 180 160	23 187	745 460
GROUP VI. L. C. L. FREIGHT								
All L. C. L. freight			5 842		50 844		65 210	
GRAND TOTAL, CARLOAD AND L. C. L. TRAFFIC			ALL 847		8 823 923		3 245 270	
Forwarder traffic included in Class 701**					8 827		45 411	

\*Not required from originating and terminal companies.

† Three-State traffic may be given in a form without substitution by reclassification, but if possible by direction of movement.

\*\* Not required for Class II roads.

## The Atchison, Topeka and Santa Fe Ry. Co., New Mexico. Year 1939.

## 941. REVENUE FREIGHT CARRIED DURING THE YEAR—WITHIN THE STATE\*

Give the particulars called for regarding the commodities carried on the respondent's road during the year, the revenue from which is includable in amount No. 101, freight, classifying them in accordance with the Interstate Commerce Commission Order in the Matter of Freight Commodity Statistics, effective January 1, 1939, as amended by order of December 1, 1939.

In stating the number of tons received from connecting carriers, include all shipments that, so far as appears from the information on the way bills or abstracts of account, have been received from those line rail carriers either directly or indirectly, subject to the following rule: to be included when identified as having had pre-

vious rail transportation by United States rail carriers or as moving on just through bills of lading by coastwise water carriers and railways.

Tonage originating on switching roads connecting directly or indirectly with respondent's line should be regarded as tonnage originated by respondent. Import traffic and traffic from outlying portions of the United States received from water carriers should be regarded as originating at the port of entry.

All other tonnage should be regarded as originating at the point of entry. All other tonnage should be treated as originating on line, including finished products from urban points.

If the application of these instructions results in any marked deviation from the

respondent's past practice, that fact should be stated in a footnote in order that proper allowances can be made in interpreting the statistics.

Particulars for Classes Nos. 10 to 701 should include carload traffic only, all less than carload traffic being included in Class No. 701.

Information as to carloads and tons of forwarder traffic included in Class 701 should be reported against commodity class designated 701-A. To avoid undue clerical labor, Class 701-A may be restricted to the principal forwarding companies or their subsidiaries originating in the aggregate not less than approximately 80 percent of such traffic handled on respondent's line. The term "Forwarder traffic" is defined in the third paragraph of instructions to schedule No. 34 on page No. 312.

/ MEXICO

The Atchison, Topeka and Santa Fe Ry. Co.

Report for the year ended December 31, 1939

Defendant's Exhibit No. 134-1

Jan. 6, 1941

Superior Outfit, Pima Co. No. 800

Commodity	REVENUE FREIGHT ORIGINATING ON RESPONDENT'S ROAD WITHIN THE STATE		'ALL OTHER REVENUE FREIGHT CARRIED WITHIN THE STATE'		TOTAL REVENUE FREIGHT CARRIED WITHIN THE STATE		TOTAL REVENUE FREIGHT TERMINATING ON RESPONDENT'S ROAD WITHIN THE STATE	
	Number of carloads (1)	Number of tons (2,000 lb.) (2)	Number of carloads (1)	Number of tons (2,000 lb.) (2)	Number of carloads (1)	Number of tons (2,000 lb.) (2)	Number of carloads (1)	Number of tons (2,000 lb.) (2)
<b>GROUP I. PRODUCTS OF AGRICULTURE (C. I.)</b>								
Wheat	967	44,826	77	3,726	1,066	45,850	1	87
Corn	65	1,965	1,256	53,528	1,360	55,517	40	1,162
Oats	1	43	56	1,770	56	1,826	13	342
Barley and other			177	7,723	177	7,723	4	106
Rice	1	26	22	5,800	171	5,800	8	228
Grain, n. o. s.	1	20	1,725	44,326	1,723	44,326	1,108	26,704
Flour, wheat			78	3,207	78	3,207	14	480
Meal, corn			59	960	33	960	5	63
Flour and meal, edible, n. o. s.	1	10	375	9,799	574	9,800	76	1,594
Cereal food preparations, edible, p. n.	232	6,228	472	12,041	724	12,543	208	6,874
Mill products, n. o. s.	445	6,225	90	1,370	973	7,595	319	4,416
Hay and alfalfa								
Straw								
Tobacco, leaf	1,703	18,694	444	5,978	2,147	24,669	304	2,614
Cotton in bales			125	3,308	8	45	3,347	
Cotton-linters, noyl, and regns								
Cottonseed	2	76	22	539	24	515		
Cottonseed meal and cake	21	664	205	7,348	226	8,029	148	4,132
Oranges and grapefruit			21,808	398,912	21,806	398,913	96	1,204
Lemons, limes, and citrus fruits, n. o. s.			4,747	81,167	4,747	81,167		
Apples, fresh			150	2,753	150	2,753	58	929
Bananas			509	5,619	509	5,619	57	629
Berries, fresh			3	26	3	26	3	26
Cantaloupes and melons	268	3,291	1,644	19,606	1,938	22,607	2	23
Grapes, fresh			8,577	145,267	8,577	145,267	20	260
Peaches, fresh			486	7,360	486	7,360	11	144
Watermelons			72	676	72	676	39	473
Fruits, fresh, domestic, n. o. s.			1,227	17,697	1,227	17,697	125	1,484
Fruits, fresh, tropical, n. o. s.			196	2,872	196	2,872		
Potatoes, other than sweet			9,581	167,349	9,581	167,349	296	4,649
Cabbage			152	1,971	152	1,971		
Onions	3	39	351	5,317	354	5,356	7	111
Tomatoes			805	8,727	805	8,727	1	11
Vegetables, fresh, n. o. s.	204	2,460	8,439	76,950	6,643	77,610	131	1,464

Jan. 6, 1941.

J. M. DURST, Phoenix, Arizona  
S.P.C.O. No 20087

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**Report of the Committee** (Thomas J.P. McDowell M.D.)  
**(Sheel) October 1st.**

100 Potatoes, other than sweet			9 581	147 349	9 581	147 349	2 672	296	4 649
101 Cabbage			158	1 971	158	1 971			
102 Onions		3	351	5 317	354	5 336	7		
103 Tomatoes			805	8 727	805	8 727	1	111	
104 Vegetables, fresh, no name	304		2 450	8 439	74 950	6 643	77 610	131	1 664

Beans and peas, dried	113	2 462	246	7 026	361	11 218	19	564
Legumes, dried or evaporated	162	1 162	40	185	1 163	40 185	38	1 068
Vegetables, dry, n. o. s.	4	62	5	87	9	149		
Vegetable oil cake and meal, except cottonseed			12	588	19	588	10	261
Peanuts	3	55	55	1 079	61	1 154	2	56
Flaxseed								
Sugar beets	25	2 092		56		2 092		
Products of agriculture, n. o. s.	653	15 781	1 831	34 269	2 094	50 049	80	1 743
TOTAL PRODUCTS OF AGRICULTURE	3 131	109 364	65 000	1 157 326	70 181	1 266 692	3 327	63 771

## CHAPTER II. ANIMALS AND PLANTS (C. I.)

100 Horses, mules, ponies, and asses	274	3 573	137	1 647	433	5 222	86	1 028
101 Cattle and calves, single-deck	6 699	74 304	3 806	42 348	10 585	116 832	1 001	10 777
102 Calves, double-deck	65	919	254	3 503	119	4 482	32	1 264
103 Sheep and goats, single-deck	66	285	60	234	104	619	35	164
104 Sheep and goats, double-deck	1 738	17 508	418	8 422	2 564	26 087	280	8 894
201 Hogs, single-deck	13	111	46	433	50	546	35	218
202 Hogs, double-deck	600	5 193	3 793	37 036	3 195	42 239	260	3 455
203 Fresh meats, n.o.s.			236	3 630	234	3 639	43	501
204 Meats, cured, dried, or smoked			686	11 640	482	11 640	0	218
205 Butterine and margarine			7	90	7	90		
206 Packinghouse products, edible, n.o.s., not including game & meat			258	4 130	256	4 130	61	723
207 Poultry, live			32	182	36	182		
208 Poultry, dressed			46	600	46	600		
209 Eggs			93	1 177	93	1 177		
210 Butter	31	241	502	3 643	233	8 903	17	215
211 Cheese	6	50	77	1 084	41	1 144		
212 Wool	421	6 719	29	969	480	7 588	23	334
213 Hides, green	33	490	169	5 305	302	6 285		
214 Leather			3	41	3	41		
215 Fish or sea-animal oil			261	7 430	261	7 430		
216 Animals, live, n.o.s.								
217 Animal products, n.o.s. other than fertilizer and fertilizer materials	61	1 010	730	19 885	815	20 835	11	235
	8 228	110 874	30 546	148 247	30 464	261 661	1 944	32 122

GRANDE III. Proyecto de MZM/C. I.

Aphthacite coal	400	16 821	400	16 821	124	5 394
Bituminous coal	6 778	260 948	1 118	26 800	234 445	158 181
Coke			222	12 703	12 703	1 803
Iron ore	428	28 985		24 925		
Copper ore and concentrates	20 046	202 214	86	6 426	20 912	29 507
Lead ore and concentrates	243	15 722	222	12 017	27 720	2 129 711
Zinc ore and concentrates	3 922	248 900	111	7 154	3 148	1 447
Ore and concentrates, n. o. s.	128	8 297	420	24 926	43 203	77 429
Gravel and sand (other than glass or molding)	87	4 621	20	1 026	107	5 855
Stone, broken, ground, or crushed	8	89	91	21 621	20 622	603
Stone, rough, n. o. s.			18	700	700	
Stone, finished, n. o. s.			7	2421	7	105
Petroleum, crude	564	20 877	3	247	20 363	507
Carried forward	49 822	2 726 128	3 870	243 480	44 105	2 634 185

The Atchison, Topeka and Santa Fe Ry. Co., New Mexico. Year 1939.

841. REVENUE FREIGHT CARRIED DURING THE YEAR—WITHIN THE STATE\*—Concluded

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Commodity	REVENUE FREIGHT CARRIED ON RESPONDENT'S ROAD WITHIN THE STATE		ALL OTHER REVENUE FREIGHT CARRIED WITHIN THE STATE		TOTAL REVENUE FREIGHT CARRIED WITHIN THE STATE		TOTAL REVENUE FREIGHT TO WASHINGTON DISTRICT AND ROAD WITHIN THE STATE	
	Number of carloads (lb.)	Number of tons (2,000 lb.)	Number of carloads (lb.)	Number of tons (2,000 lb.)	Number of carloads (lb.)	Number of tons (2,000 lb.)	Number of carloads (lb.)	Number of tons (2,000 lb.)
<b>GROUP III. Products of Mines (C. L.—Cont'd)</b>								
Brought forward	48 838	2 715 125	3 270	143 420	46 100	2 858 343	26 150	2 424 185
Asphalt (natural, byproduct, or petroleum)	10	507	572	20 346	501	20 826	531	18 915
Salt	1	33	209	8 749	360	8 778	291	7 442
Phosphate rock, crude (ground or not ground)			137	7 413	137	7 413		
Sulphur (crystallized)			137	7 413	137	7 413		
Products of magnesium	873	15 160	426	20 026	723	28 976	138	6 482
Total, Products of Mines	48 120	2 717 592	4 777	200 667	47 903	2 928 360	27 100	2 437 284
<b>Group IV. Products of Forests (C. L.)</b>								
Lumber	1 249	45 920	8	97	1 204	46 017	1 262	45 920
Pine, poplar, and larch	199	8 400	200	8 836	499	14 238	349	9 877
Wood fiber			15	614	60	1 730	56	2 164
Cellulose, cellulose products			15	614	60	1 730	56	1 982
Pulpwood			15	614	60	1 730	56	1 982
Timber, logs, logs and bark	941	25 753	8 477	142 140	6 618	167 893	1 915	51 453
Box, crates, and other storage materials	151	3 494	122	3 269	273	6 763	21	498
General lumber products	1	15	64	1 611	63	1 626	35	831
Resin			1	15	64	1 611	63	831
Wood pulp			1	15	64	1 611	63	831
Cellulose, cellulose products			1	15	64	1 611	63	831
Products of forests, live			149	4 098	99	2 045	64	143
Products of forests, dead			149	4 098	99	2 045	64	143
Logwood, Pinyon pine, Pinus	2 718	35 091	4 258	164 211	8 976	249 303	3 637	110 696
<b>Group V. Manufactured Goods</b>								
Foodstuffs, general, and other goods	635	31 623	4 945	126 739	5 780	158 361	5 332	146 378
Foodstuffs, prepared, inedible	108	3 138	431	13 254	539	16 382	489	15 001
Foodstuffs, dried, dehydrated	3	45	1 162	22 664	1 165	22 709	577	9 458
Perfume, cosmetics, etc., N. O. S.			3	45	1 162	22 664	1 165	9 458
Clothing, apparel, and accessories			146	4 558	564	17 928	730	22 480
Leather goods			146	4 558	564	17 928	730	22 480
Footwear			146	4 558	564	17 928	730	22 480
Household articles			146	4 558	564	17 928	730	22 480
Automobiles			146	4 558	564	17 928	730	22 480
Automobile parts			146	4 558	564	17 928	730	22 480
Automobile accessories			146	4 558	564	17 928	730	22 480
Automobile supplies			146	4 558	564	17 928	730	22 480
Automobile equipment			146	4 558	564	17 928	730	22 480
Automobile tires			146	4 558	564	17 928	730	22 480
Automobile batteries			146	4 558	564	17 928	730	22 480
Automobile parts, N. O. S.			146	4 558	564	17 928	730	22 480
Automobile accessories, N. O. S.			146	4 558	564	17 928	730	22 480
Automobile supplies, N. O. S.			146	4 558	564	17 928	730	22 480
Automobile equipment, N. O. S.			146	4 558	564	17 928	730	22 480
Automobile tires, N. O. S.			146	4 558	564	17 928	730	22 480
Automobile batteries, N. O. S.			146	4 558	564	17 928	730	22 480
Automobile parts, N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile accessories, N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile supplies, N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile equipment, N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile parts, N. O. S., N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile accessories, N. O. S., N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile supplies, N. O. S., N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile equipment, N. O. S., N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile parts, N. O. S., N. O. S., N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile accessories, N. O. S., N. O. S., N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile supplies, N. O. S., N. O. S., N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile equipment, N. O. S., N. O. S., N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile parts, N. O. S., N. O. S., N. O. S., N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile accessories, N. O. S., N. O. S., N. O. S., N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile supplies, N. O. S., N. O. S., N. O. S., N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile equipment, N. O. S., N. O. S., N. O. S., N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile parts, N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
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Automobile parts, N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile accessories, N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile supplies, N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile equipment, N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile parts, N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile accessories, N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile supplies, N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile equipment, N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile parts, N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile accessories, N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile supplies, N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile equipment, N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile parts, N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile accessories, N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile supplies, N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile equipment, N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile parts, N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile accessories, N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile supplies, N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile equipment, N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile parts, N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile accessories, N. O. S., N. O. S.			146	4 558	564	17 928	730	22 480
Automobile supplies, N. O. S., N. O. S.			146	4 558	564	17 928	730	22

Iron and steel pipe and fittings, n.o.s.	2	36	1 167	8 491	80	2 191	45	1 135
Iron and steel, Nails and wire, n.o.s.	3	102	493	35 662	1 169	35 718	776	23 114
Brick, common	13	374	2 019	18 616	496	18 718	131	3 726
Copper, ingot, cast, or bar	531	27 591	692	60 741	2 034	61 115	459	14 187
Copper, by weight, in carload lots				39 323	1 222	48 914		
				236	17 946	236	17 946	

Lead and zinc, Ingots, pig, or bar			158	8 433	158	8 433		
Aluminum, Ingot, pig, or slab			15	318	15	318		
Machinery and tools	-33	867	709	16 381	742	17 248	147	3 335
Cement, natural or Portland, clinkers			2 507	81 513	8 507	81 513	2 004	44 339
Brick, common	17	557	234	8 517	251	9 074	240	6 691
Brick, fire-clay, and building tile	1	46	417	14 528	418	14 572	381	11 220
Artificial stone, n.o.s.			18	383	18	393	11	349
Wood, common, pack or stakes			429	16 858	429	16 858	426	16 777
Plaster, plaster of walls and dry keystone			496	13 684	496	13 684	294	7 001
Sewer pipe and drain tile, iron metal			307	4 818	307	4 818	371	4 261
Agricultural implements and parts, n.o.s.			144	2 890	166	2 890	68	922
Vehicles, horse-drawn, and parts, n.o.s.			6	73	6	73	5	68
Tractor and parts	1	30	341	6 618	342	6 448	147	2 182
Railway car wheels, axles, and trucks			4	110	4	110	3	77
Automobiles (passenger)			4 132	24 801	4 132	24 801	1 334	6 058
Auto-trucks			756	5 579	756	5 579	363	2 391
Automobiles and auto-trucks, R. D. and parts, n.o.s.			3 396	60 265	3 396	60 265	8	79
Automobile and auto-truck tires			583	11 220	583	11 220	16	212
Furniture, metal			236	2 963	236	2 963	38	342
Furniture, other than metal			912	7 510	912	7 510	149	1 244
Beverages	1	24	3 246	85 559	3 247	85 583	844	17 664
Food	59	1 195	53	1 801	113	2 476	112	2 476
Fertilizers, n.o.s.	7 073	393 261	128	3 750	8 003	397 011	92	1 976
Newspaper paper			94	8 348	94	2 348	59	1 696
Printing paper, n.o.s.			180	4 519	180	4 519	13	328
Alcohol, denatured or wood			35	538	35	538	4	77
Sulphuric acid			3	63	3	63		
Explosives, n.o.s.			150	3 136	150	3 135	112	2 257
Cotton cloth and cotton fabrics, n.o.s.			159	1 870	159	1 870	3	20
Bagging and bags, burlap, gunny, or jute			118	2 387	119	2 544	60	1 125
Canned food products, n.o.s.			6 756	159 443	6 756	159 443	570	16 172
Tobacco, manufactured products			872	5 647	872	5 647		
Paints in oil and varnishes			103	2 986	103	2 986	14	399
Furnace slag								
Scrap iron and scrap steel	281	9 393	49	1 975	870	11 373	17	618
Paper bags and wrapping paper			190	4 703	190	4 703	65	1 623
Paperboard, pulpboard, and wall-board (paper)			294	7 396	294	7 396	53	1 318
Building paper and prepared roofing materials			296	5 700	296	5 700	146	4 023
Building woodwork (millwork)	149	2 899	75	1 586	237	4 329	38	1 044
Soap and washing compounds			397	8 760	397	8 760	306	4 384
Glass, flat, other than plate			100	5 736	100	5 736	3	97
Glass, Bottles, jars, and jelly glasses			246	2 598	148	2 826	59	1 029
Manufactures and miscellaneous, n.o.s.	307	25 208	15 752	200 095	15 740	209 974	1 993	49 421
<b>TOTAL MANUFACTURES AND MISCELLANEOUS</b>	<b>11 600</b>	<b>408 208</b>	<b>60 626</b>	<b>1 647 175</b>	<b>61 608</b>	<b>1 939 642</b>	<b>18 574</b>	<b>469 081</b>
<b>GRAND TOTAL, CARLOAD TRAFFIC</b>	<b>71 600</b>	<b>3 283 528</b>	<b>247 264</b>	<b>3 181 948</b>	<b>219 084</b>	<b>6 647 454</b>	<b>64 584</b>	<b>3 122 908</b>

## GROUP VI. L. C. L. FREIGHT

All L. C. L. freight	1411	20 395		96 512		108 627		65 112
<b>GRAND TOTAL, CARLOAD AND L. C. L. TRAFFIC</b>	<b>3 122 908</b>	<b>3 283 528</b>	<b>247 264</b>	<b>3 181 948</b>	<b>219 084</b>	<b>6 647 454</b>	<b>64 584</b>	<b>3 148 018</b>
Forwarder traffic included in Class 7010				44 883	3 043	44 883	130	2 616

\*Not required from switching and terminal companies.

\*\*For class traffic may be given in a footnote without subdivision by commodity, but if possible by destination of movement.

\*\*\*Not required for Class II traffic.

Defendant's Exhibit No. 135 (Witness Cartmill)

Jan. 7, 1941

Superior  
State v.

CHRONOLOGY OF PACIFIC FRUIT EXPRESS FREIGHT REFRIGERATOR CARS  
YEARS 1906 - 1936  
SHOWING DESIGN AND CAPACITY CHARACTERISTICS

YEAR	SIDE ELEVATION	END ELEVATION	NEW FEATURES	CARRYING CAPACITY & WEIGHT
1906			10" Air Brake Cylinder Triple Valve E-1 Brake Beam 1" Truss Rod Pressed Steel Underframe Arch Bar Trucks 4-1/4" x 6" Journals Cast Steel Coupler 5" x 7" MCB Shank Carmer Release Rigging Tandem Spring Draft Rigging Drop Forged Coupler Yoke Simplex Truck Bolster Wheels Cast Iron Wood Superstructure " Roof	60000 44500
1930			Triple Valve E-2 Struct. Steel Built up Underframe Cast Steel Truck Side Frames 5" x 9" Journals Brake Beam Safety Supports Bottom Rod Safety Guard Cast Steel Truck Bolster Type "D" Coupler 6" x 6" Shank Coupler Centering Device Improved Cast Iron Wheels (Single plate) Friction Draft Gears Cast Steel Coupler Yokes Rotary Coupler Release Rigging No. 24" Brake Beam 1-1/4" Truss Rod Additional Handhold Side and end Ladders Metal Brake steps Power Hand Brakes Steel Superstructure Flexible Metal Roof	60000 52500

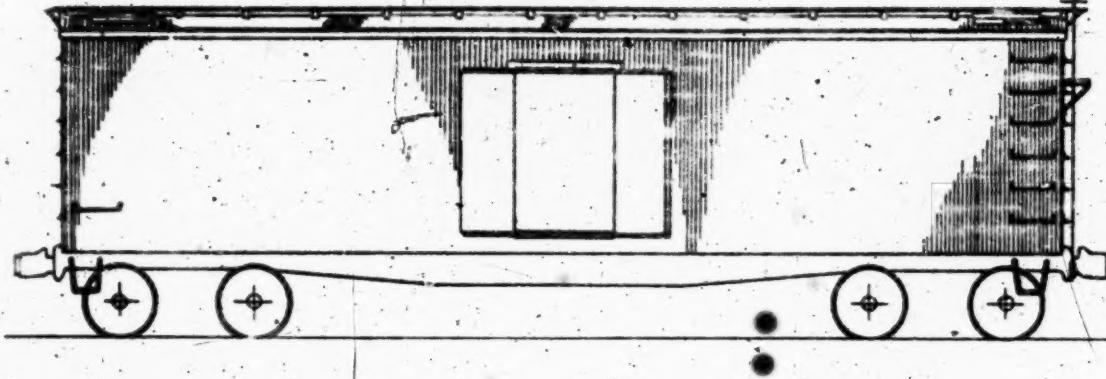
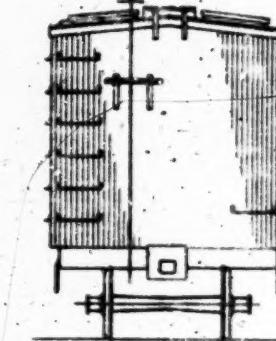
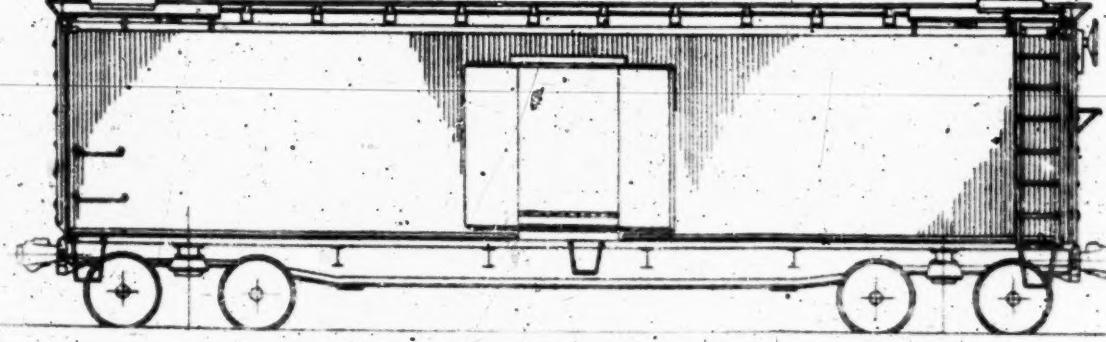
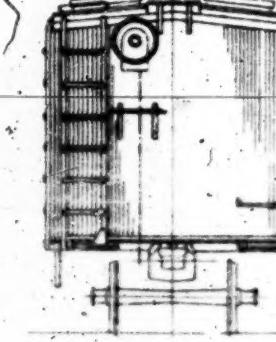
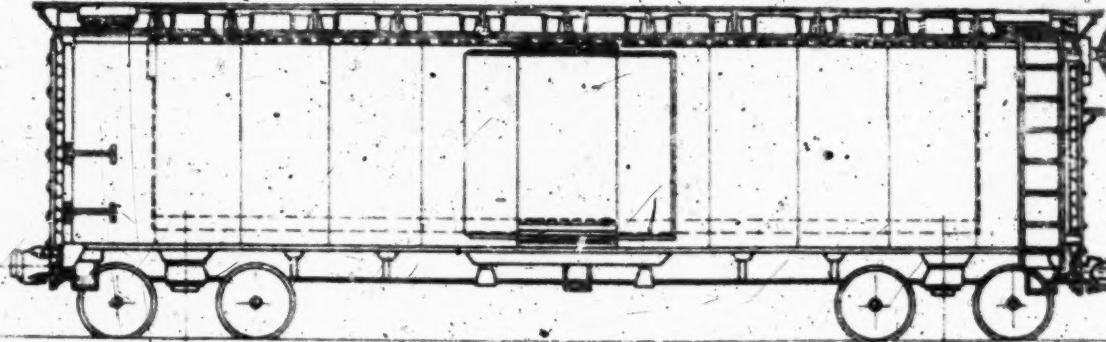
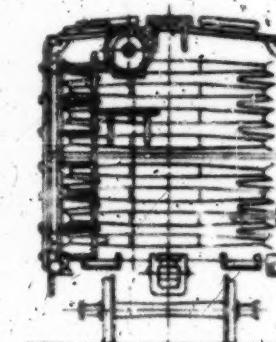
rtmill)

Superior Court, Pima Co., Arizona.  
State v. G.T. Co. No. 20087

GENERATOR CARS

ICS.

NEW FEATURES	CARRYING CAPACITY & WEIGHT LBS.	CUBICAL CAPACITY CU.FT.	GROSS SECTIONAL AREA CENTER STALL - SQ.FT.
Brake Cylinder alve K-1 an 1" Truss Rod Steel Underframe Trucks 4-1/4" x 6" Journals el Coupler 5" x 7" HCB Shank lease Rigging pring Draft Rigging od Coupler Yoke Truck Bolster ast Iron erstructure if	60000	44500	1964
alve K-2 Steel Built up Underframe el Truck Side Frames Journals an Safety Supports od Safety Guard el Truck Bolster Coupler 6" x 6" Shank Centering Device Cast Iron Wheels (Single plate) Draft Gears el Coupler Yokes oupler Balance Rigging Brake Beam, 1-1/4" Truss Rod el Handheld and Ladders the Steps nd Brakes erstructure Metall Roof	60000	52500	1988
Underframe with certain parts	60000	53100	1988

YEAR	SIDE ELEVATION	END ELEVATION	NEW FEATURES	GENERAL NOTES
1926			10" Air Brake Cylinder Triple Valve E-1 Brake Beam 1" Truss Rod Pressed Steel Underframe Arch Bar Trucks 4-1/4" x 6" Journals Cast Steel Coupler 5" x 7" MCB Shank Center Bolster Rigging Tandem Spring Draft Rigging Drop Forged Coupler Yoke Simplex Truck Bolster Wheels Cast Iron Wood Superstructure " Roof	60000
1930			Triple Valve E-2 Struct. Steel Built up Underframe Cast Steel Truck Side Frames 5" x 9" Journals Brake Beam Safety Supports Bottom Rod Safety Guard Cast Steel Truck Bolster Type "D" Coupler 5" x 5" Shank Coupler Centering Device Improved Cast Iron Wheels (Single plate) Friction Draft Gears Cast Steel Coupler Yokes Rotary Coupler Release Rigging No. 24 Brake Beam 1-1/4" Truss Rod Additional Handhold Side and end Leaders Metal Brake Steps Power Hand Brakes Steel Superstructure Flexible Metal Roof	60000
1936			AB Brakes Steel Underframe with Corten Steel Center Sill Double Truck Spring Flangeless Truck Loop Type Brake Ringers and Wear Plates Type "E" Coupler Truck Rubber Springs No. 3 Brake Beam 1-1/8" Truss Rod Steel Sheathing and Framing Steel Ends Solid Steel Roof	60000

<ul style="list-style-type: none"> <li>Brake Cylinder</li> <li>Brake Valve K-2</li> <li>1" Truss Rod</li> <li>Steel Underframe</li> <li>Trucks 4-1/4" x 6" Journals</li> <li>Steel Coupler 5" x 7" MCB Shank</li> <li>Release Rigging</li> <li>Spring Draft Rigging</li> <li>Steel Coupler Yoke</li> <li>Track Bolster</li> <li>Cast Iron</li> <li>superstructure</li> <li>Metal Roof</li> </ul>	60000	44500	1954	21.61
<ul style="list-style-type: none"> <li>Brake Valve K-2</li> <li>Steel Built up Underframe</li> <li>Steel Truck Side Frames</li> <li>Journals</li> <li>Steel Safety Supports</li> <li>Steel Safety Guard</li> <li>Steel Truck Bolster</li> <li>Steel Coupler 6" x 8" Shank</li> <li>Centering Device</li> <li>Cast Iron Wheels (Single plate)</li> <li>Draft Gears</li> <li>Steel Coupler Yokes</li> <li>Coupler Release Rigging</li> <li>Brake Beam 1-1/4" Truss Rod</li> <li>Steel Handhold</li> <li>Steel Ladders</li> <li>Steel Steps</li> <li>Steel Brakes</li> <li>superstructure</li> <li>Metal Roof</li> </ul>	60000	52500	1958	28.4.
<ul style="list-style-type: none"> <li>Steel Underframe with Corten Steel</li> <li>Steel</li> <li>Steel Spring Tensionless Track</li> <li>Steel Brake Wagons and Gear Plates</li> <li>Steel Coupler</li> <li>rubber Springs</li> <li>Brake Beam 1-3/8" Truss Rod</li> <li>Welding and Painting</li> <li>Steel</li> <li>Steel Roof</li> </ul>	50000	55100	1958	28.40

## Defendant's Exhibit No. 136 (Witness Cartmill)

Jan. 7, 1941

## PACIFIC FRUIT EXPRESS COMPANY

PART I

Details of construction of P.F.E. cars of various series; years in which built; the number of cars of each series as of October 31, 1940; the average light weight of cars by series as of October 31, 1940, and as of year 1908; the cubical capacity of cars by series as at present and as of year 1908, and the carrying capacity of P.F.E. cars in 1908.

Class	Year Built	No. of Cars in Service	No. of Cars in Service	Average Weight	Capacity	Cubical Capacity	
						12-31-08	10-31-40
R30-2	1906-07	6,582	-	44,500	-	1,964	30-Ton
R30-2-13	"	-	918	-	51,800	-	1,964
R30-4	1909	-	2	-	50,900	-	1,921
R30-5	1909-10-11	-	43	-	51,100	-	1,921
R30-6	1913	-	19	-	50,400	-	1,928
R30-11	1917-18	-	1,225	-	51,700	-	1,924
R30-12	1920-21-22-23-24	-	5,939	-	52,400	-	1,918
R30-13	1920-23-24-25-26	-	4,609	-	54,000	-	1,918
R30-14	1926	-	660	-	52,600	-	1,918
R30-11-4	1917-18	-	604	-	56,000	-	1,918
R30-11-8	"	-	612	-	56,200	-	1,974
R30-11-9	"	-	93	-	53,300	-	1,988
R30-11-16	"	-	21	-	53,400	-	1,988
R30-12-4	1922	-	1	-	54,500	-	1,918
R30-12-8	1922-23-24	-	6	-	57,000	-	1,974
R30-12-9	1920-21-22-23-24	-	4,941	-	53,200	-	1,988
R30-12-15	1920-21-22-23	-	15	-	60,600	-	1,500
R30-12-16	1920-21-22-23-24	-	578	-	53,400	-	1,988
R30-13-8	1920-23-26	-	4	-	57,300	-	1,974
R30-13-9	1920-23-24-25-26	-	2,380	-	53,400	-	1,988
R30-13-16	1920-23-24-25-26	-	412	-	53,400	-	1,988
R30-14-9	1926	-	242	-	53,400	-	1,988
R30-14-16	"	-	83	-	53,400	-	1,988
R40-1	1927	-	88	-	57,700	-	1,918
R40-2	1928-29-30	-	3,259	-	54,400	-	1,918
R40-2-9	1928-29-30	-	39	-	54,200	-	1,988
R40-2-16	1928-29-30	-	63	-	53,400	-	1,988
R40-4	1930-31	-	994	-	57,300	-	1,918
R40-6	1917-18-20-21-22-23-24	-	50	-	59,300	-	1,948
R40-8	1931-32	-	394	-	58,300	-	1,974
R40-10	1936-37	-	4,681	-	53,300	-	1,988
W.P.	1923-24	-	708	-	52,200	-	1,918
"	"	-	1,969	-	53,200	-	1,988
<u>SUB-TOTAL</u>							
Standard Refrs. in Service		6,582	35,652	-	-	-	-
Average tare weight		-	-	44,500	53,500	-	-
R50-1	1930	-	395	-	67,400	-	2,349
R70-2	1932	-	100	-	87,400	-	2,612
R70-3	1939	-	20	-	77,600	-	2,808
R70-4	1940	-	5	-	85,300	-	2,820
<u>GRAND TOTAL</u>							
Freight Refrs. in Service		6,582	36,172	-	-	-	-
Average tare weight		-	-	44,500	53,800	-	-
"	"	-	-	83,200	-	2,586	50-Ton

the number of cars of each series as of October 31, 1940, the average weight of cars by series as of October 31, 1940, and as of year 1908; the cubical capacity of cars by series as at present and as of year 1908, and the carrying capacity of P.F.E. cars in 1908.

Class	Year Built	Cubical: Cubical:					
		No. of Cars:in Service	No. of Cars:in Service	Average Weight:12-31-08	Average Weight:10-31-08	Capacity: Cars:12-31-40	Capacity: Cars:12-31-08
R30-2	1906-07	6,582	-	44,500	-	1,964	- : 30-Ton
R30-2-13	"	-	918	-	51,800	-	1,964
R30-4	1909	-	2	-	50,900	-	1,921
R30-5	1909-10-11	-	43	-	51,100	-	1,921
R30-6	1913	-	19	-	50,400	-	1,928
R30-11	1917-18	-	1,225	-	51,700	-	1,924
R30-12	1920-21-22-23-24	-	5,939	-	52,400	-	1,918
R30-13	1920-23-24-25-26	-	4,609	-	54,000	-	1,918
R30-14	1926	-	660	-	52,600	-	1,918
R30-11-4	1917-18	-	604	-	56,000	-	1,918
R30-11-8	"	-	612	-	56,200	-	1,974
R30-11-9	"	-	93	-	53,300	-	1,988
R30-11-16	"	-	21	-	53,400	-	1,988
R30-12-4	1922	-	1	-	54,500	-	1,918
R30-12-8	1922-23-24	-	6	-	57,000	-	1,974
R30-12-9	1920-21-22-23-24	-	4,941	-	53,200	-	1,988
R30-12-15	1920-21-22-23	-	35	-	60,600	-	1,500
R30-12-16	1920-21-22-23-24	-	378	-	53,400	-	1,988
R30-13-8	1920-23-26	-	4	-	57,300	-	1,974
R30-13-9	1920-23-24-25-26	-	2,380	-	53,400	-	1,988
R30-13-16	1920-23-24-25-26	-	412	-	53,400	-	1,988
R30-14-9	1926	-	242	-	53,400	-	1,988
R30-14-16	"	-	83	-	53,400	-	1,988
R40-1	1927	-	88	-	57,700	-	1,918
R40-2	1928-29-30	-	3,259	-	54,400	-	1,918
R40-2-9	1928-29-30	-	39	-	54,200	-	1,988
R40-2-16	1928-29-30	-	63	-	53,400	-	1,988
R40-4	1930-31	-	994	-	57,300	-	1,918
R40-6	1917-18-20-21-22-23-24	-	50	-	59,300	-	1,948
R40-8	1931-32	-	394	-	58,300	-	1,974
R40-10	1936-37	-	4,681	-	53,300	-	1,988
W.P.	1923-24	-	708	-	52,200	-	1,918
"	"	-	1,969	-	53,200	-	1,988
<b>SUB-TOTAL</b>							
Standard Refrs. in Service		6,582	35,652	-	-	-	-
Average tare weight		-	-	44,500	53,500	-	-
R50-1	1930	-	395	-	67,400	-	2,349
R70-2	1932	-	100	-	87,400	-	2,612
R70-3	1939	-	20	-	77,600	-	2,808
R70-4	1940	-	5	-	85,300	-	2,820
<b>GRAND TOTAL</b>							
Freight Refrs. in Service		6,582	36,172	-	-	-	-
Average tare weight		-	-	44,500	53,800	-	-
W-1	1923-24	-	298	-	83,200	-	2,586
							50-Ton

PART II

Number of cars built new by or for the Pacific Fruit Express Company, by years from 1925 to and including October 31, 1940, and the number of cars rebuilt, (which cars were modernized at the time of rebuilding), by years from 1925 to and including October 31, 1940.

Year	No.Cars Built New	No.Cars Rebuilt	Total
1925	128	1,667	1,795
1926	5,039	1,468	6,507
1927	89	1,306	1,395
1928	2,000	1,670	3,670
1929	-	1,449	1,449
1930	900	1,133	2,033
1931	-	1,338	1,338
1932	100	614	714
1933	-	61	61
1934	-	2	2
1935	-	4	4
1936	2,700	300	3,000
1937	2,000	2,799	4,799
1938	-	1,768	1,768
1939	20	2,302	2,322
1940	5	3,774*	3,779

NOTE: Rebuilt to and including October 31, 1940.

PART III

The number of P.F.E. cars handled through P.F.E. shops and outside light repair points or culling stations, by years from 1930 to 1939, both inclusive.

Year:	Average No.:	Times Per Year Each:	Total No.:	Average No.:	Times Per Year Each:	Total No.:	Average No.:	Times Per Year Each:	Total No.:	P.F.E. Car Handled at Outside Pts.:	Handled at Outside Pts.:
Year:	Service:	At Shops:	At Shops:	Outside Pts.:	At Shops:	Outside Pts.:	Outside Pts.:	At Shops:	Outside Pts.:	Handled at Outside Pts.:	Handled at Outside Pts.:
1930:	40,892	224,252	8.48	115,453	2.82	339,705	8.30				
1931:	41,174	237,025	5.76	95,342	2.32	332,367	8.08				
1932:	41,109	209,240	5.09	93,120	2.27	302,360	7.36				
1933:	41,084	187,186	4.56	85,586	2.08	272,772	6.64				
1934:	39,437	214,684	5.44	91,330	2.32	306,014	7.76				
1935:	37,211	211,716	5.59	88,451	2.38	300,167	8.07				
1936:	35,225	220,386	6.26	97,159	2.76	317,545	9.02				
1937:	37,263	227,233	6.10	102,788	2.76	330,021	8.86				
1938:	36,355	233,142	6.41	107,448	2.96	340,590	9.37				
1939:	35,640	237,318	6.66	106,037	2.98	343,355	9.64				

Number of P.F.E. cars retired and number of P.F.E. cars set aside for retirement or rebuilding as of October 31, 1940, account unsuited for further use.

- (a) Number cars inspected and authorized for retirement since 1933 ..... 8,548
- (b) Number cars inspected and set aside awaiting retirement ..... 199
- (c) Number cars jointly inspected and authorized for rebuilding since 1933 ... 12,973
- (d) Total cars inspected and authorized for retirement or rebuilding since 1933 .... 21,720

-000-

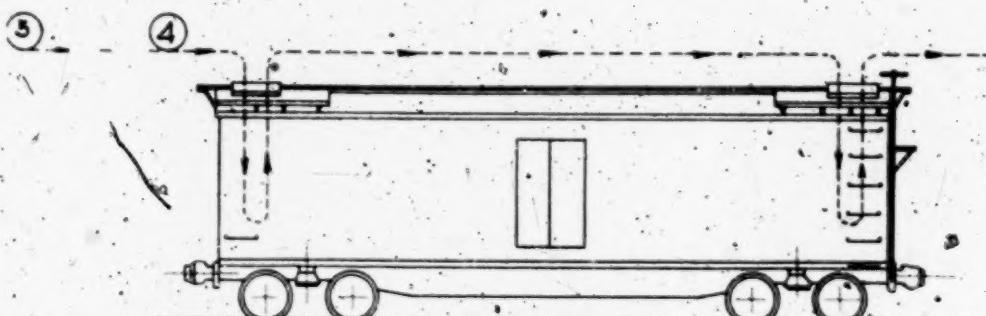
- (e) Number cars awaiting joint inspection for rebuilding ..... 132

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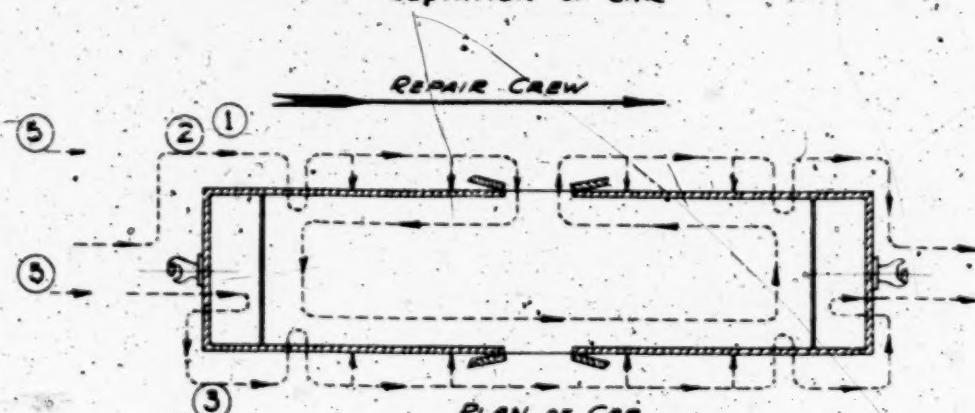
- (f) Number of P.F.E. cars in active service as of October 31, 1940 ..... 33,978

Jan. 7, 1941

**GENERAL INSTRUCTIONS**  
**FOR**  
**INSPECTING CARS**



ELEVATION OF CAR



PLAN OF CAR

POSITION DIAGRAM

No. 1 on the DIAGRAM shall be the recorder, who will have a supply of Forms 59, "Repair Record," and be capable of properly and legibly recording all defects found by Inspectors, also be equipped with chalk to mark any defects which he notes, and he may assist in making inspections.

No. 2 Inspector will inspect draft gears, trucks, underframe, sides and ends and side doors, also enter body of car and make inspection of interior, marking all defects plainly with chalk.

No. 3 Inspector will be equipped with a coupler height gauge and will inspect all draft gears; gauge couplers; inspect trucks, underframe and sides and ends of car on opposite side from Inspectors No. 1 and No. 2, marking plainly with chalk all defects noted.

No. 4 Inspector will inspect top of cars, running boards, roof, hatch platforms, hatch covers and plugs; also test hand brakes and examine foot boards. He will enter ice tanks for inspection of ice grates, bulkheads and interior of ice tanks, marking with chalk all defects found.

NOTE: It will be necessary that Inspectors No. 2, No. 3 and No. 4 call out distinctly to recorder defects found in order that correct record will be made on door card of their findings.

Inspection should be made of all cars in advance of repairmen, which would necessitate Inspectors starting to work possibly thirty minutes in advance of repairmen.

No. 5 Light Repair Foreman, or an Inspector-Lead Workman, will be stationed with repairmen and will direct and advise them; see that repairs are properly made and that materials are delivered promptly, and pass judgment on any work or defects found which have not been noted at previous inspection. One or the other of them will make note on door card of any additional defects found, and after repairs have been properly made, doors and plugs tested and car properly cleaned, one or the other of them will sign door card in spaces provided indicating that such work has been performed and that car is in first-class condition for loading.

NOTE: It is expected that Foreman and/or Inspector-Lead Workman may possibly require services of Inspectors who have made prior inspections to assist him in making subsequent inspections.

It will be necessary that doors and hatch plugs be closed and tested for air leaks by those assigned to this work, and Foreman is expected to make frequent test to insure doors and plugs being tight.

Inspectors No. 2, No. 3 and No. 4 will inspect all safety appliances, including side and end ladders, roof, side and end grab irons, cut-off levers, etc.

## Defendant's Exhibit No. 138 (Witness Weeks)

Jan. 7, 1941

## THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

TYPICAL EXAMPLES OF FREIGHT TRAINS HANDLED ON MAIN LINE BETWEEN CHICAGO, ILLINOIS AND GALLUP, NEW MEXICO, FEBRUARY 1ST TO 10TH

FROM	TO	DIS- TANCE (MILES)	RULING NO. OF GRADE	70 CARS OR LESS				71 CARS TO 100 CARS				101 CARS TO 125 CARS												
				TYPE OF TRAINS	LOCOMOTIVE	AVERAGE CONSIST	NO. OF TONS	TYPE OF TRAINS	LOCOMOTIVE	AVERAGE CONSIST	NO. OF TONS	TYPE OF TRAINS	LOCOMOTIVE	AVERAGE CONSIST	NO. OF TONS									
				A	B	C	D	A	B	C	D	A	B	C	D									
Chillicothe, Ill.	Corwith, Ill.	125	.50	32	Mikado	12	29	12	53	2 281	18	Mikado	12	26	45	83	3 274	4	Mikado	-	6	102	110	3
Chillicothe, Ill.	Corwith, Ill.	125	.50	4	Prairie	-	5	20	25	752														
Chillicothe, Ill.	Corwith, Ill.	125	.50	2	Pacific	22	15	3	40	1 720														
Chillicothe, Ill.	Corwith, Ill.	125	.50	1	Diesel M-103	11	37	8	56	2 914														
Corwith, Ill.	Chillicothe, Ill.	125	.71	31	Mikado	-	46	15	61	2 133	14	Mikado	-	45	30	75	2 523	9	Mikado	-	10	92	102	3
Corwith, Ill.	Chillicothe, Ill.	125	.71	5	Prairie	-	11	3	14	664														
Corwith, Ill.	Chillicothe, Ill.	125	.71	2	Pacific	-	45	-	45	1 520														
Shopton, Ill.	Chillicothe, Ill.	105	.60	26	Mikado	14	27	13	54	2 288	27	Mikado	14	31	37	82	3 294	2	Mikado	-	11	92	103	2
Shopton, Ill.	Chillicothe, Ill.	105	.60	2	Pacific	26	19	3	48	2 119														
Shopton, Ill.	Chillicothe, Ill.	105	.60	3	Prairie	-	4	11	15	439														
Shopton, Ill.	Chillicothe, Ill.	105	.60	1	Diesel M-103	11	37	9	57	2 994														
Shopton, Ill.	Chillicothe, Ill.	105	.60	1	Pacific-Mikado	-	3	66	69	1 945														
Chillicothe, Ill.	Shopton, Ill.	105	1.10	13	Mikado	-	44	9	53	1 769	31	Mikado	-	45	38	83	2 772	5	Mikado	-	22	90	112	3
Chillicothe, Ill.	Shopton, Ill.	105	1.10	2	Pacific	-	44	1	45	1 519														
Chillicothe, Ill.	Shopton, Ill.	105	1.10	4	Prairie	-	5	20	25	767														
Marceline, Mo.	Shopton, Ill.	113	.80	31	Mikado	12	28	9	49	2 198	7	Mikado	6	12	62	80	2 569							
Marceline, Mo.	Shopton, Ill.	113	.80	19	2 - 8 - 4	17	25	12	54	2 368	7	2 - 8 - 4	6	25	49	80	3 001	1	2 - 8 - 4	-	2	115	117	3
Marceline, Mo.	Shopton, Ill.	113	.80	5	Prairie	-	6	9	15	521														
Marceline, Mo.	Shopton, Ill.	113	.80	1	Diesel M-103	10	39	9	58	3 027														
Shopton, Ill.	Marceline, Mo.	113	.80	24	Mikado	4	37	22	63	2 178	9	Mikado	-	12	71	83	2 441	5	Mikado	-	3	99	102	2
Shopton, Ill.	Marceline, Mo.	113	.80	21	2 - 8 - 4	-	43	13	56	1 950	3	2 - 8 - 4	-	32	42	74	2 313	3	2 - 8 - 4	-	3	100	103	2
Shopton, Ill.	Marceline, Mo.	113	.80	4	Prairie	-	6	31	37	1 131														
Shopton, Ill.	Marceline, Mo.	113	.80																					
Argentine, Kans.	Marceline, Mo.	108	.92	29	Mikado	12	27	9	48	2 154	10	Mikado	5	23	62	90	2 670							
Argentine, Kans.	Marceline, Mo.	108	.92	19	2 - 8 - 4	16	29	11	56	2 491	5	2 - 8 - 4	8	25	48	81	3 061	1	2 - 8 - 4	-	1	115	116	3
Argentine, Kans.	Marceline, Mo.	108	.92	4	Prairie	-	9	5	14	498														
Argentine, Kans.	Marceline, Mo.	108	.92	1	Diesel M-103	10	39	9	58	3 027														
Argentine, Kans.	Marceline, Mo.	108	.92	1	Pacific-2-8-4	14	18	1	43	2 017														
Argentine, Kans.	Marceline, Mo.	108	.83	25	Mikado	-	45	16	61	2 139	12	Mikado	-	39	40	79	2 565	4	Mikado	-	2	101	103	2
Argentine, Kans.	Marceline, Mo.	108	.83	10	2 - 8 - 4	-	45	8	53	1 784	9	2 - 8 - 4	-	25	56	81	2 434	7	2 - 8 - 4	-	3	114	117	3
Argentine, Kans.	Marceline, Mo.	108	.83	5	Prairie	-	5	19	24	777														
Emporia, Kans.	Argentine, Kans.	108	.40	33	Mikado	6	42	15	63	2 655	42	Mikado	14	41	28	83	3 455	8	Mikado	12	40	53	105	3
Emporia, Kans.	Argentine, Kans.	108	.40	9	Prairie	-	11	10	21	751														
Emporia, Kans.	Argentine, Kans.	108	.40	1	Diesel M-103	30	50	10	63	2 279	11	Mikado	3	49	21	73	2 391	14	Mikado	-	9	105	106	2
Emporia, Kans.	Argentine, Kans.	108	.60	53	Mikado	3	50	8	62	1 857	6	Prairie	-	6	73	79	1 927							
Emporia, Kans.	Argentine, Kans.	108	.60	2	Prairie	-	23	39	62	2 056														
Emporia, Kans.	Argentine, Kans.	108	.60	1	Diesel M-103	-	46	3	49	2 056														
Wellington, Kans.	Emporia, Kans.	112	.60	10	Mikado	16	23	21	60	2 411	21	Mikado	22	30	32	84	3 348	5	Mikado	19	27	61	107	3
Wellington, Kans.	Emporia, Kans.	113	.60	1	Diesel M-103	46	1	48	2 070	-	1 Diesel M-103	32	25	27	84	3 442								
Wellington, Kans.	Emporia, Kans.	113	.60	27	Mikado	4	47	14	65	2 420	11	Mikado	3	43	34	80	3 672	10	Mikado	-	5	105	110	3
Wellington, Kans.	Emporia, Kans.	113	.60	8	Prairie	11	23	52	603	24	Prairie	-	24	25	27	603	24	Prairie	-					

Weeks)

COMPANY

GALLUP, NEW MEXICO, FEBRUARY 1ST TO 10TH, 1940, INCLUSIVE

FROM	TO	DIS-	TANCE RULING NO. OF	70 CARS OR LESS						71 CARS TO 100 CARS						101 CARS TO 125 CARS													
				(MILES)	GRADE	TYPE OF TRAINS	LOCOMOTIVE	AVERAGE	CONSIST	A	B	C	D	NO. OF TONS	TRAINS	LOCOMOTIVE	A	B	C	D	NO. OF TONS	TRAINS	LOCOMOTIVE	A	B	C	D	NO. OF TONS	TRAINS
Chillicothe, Ill.	Corwith, Ill.	125	.50	32	Mikado	12	29	12	53	2	281	18	Mikado	12	26	45	83	3	274	4	Mikado	-	8	102	110	3	264		
Chillicothe, Ill.	Corwith, Ill.	125	.50	4	Prairie	-	5	20	25	752																			
Chillicothe, Ill.	Corwith, Ill.	125	.50	2	Pacific	22	15	3	40	1	720																		
Chillicothe, Ill.	Corwith, Ill.	125	.50	1	Diesel M-103	11	37	8	56	2	914																		
Corwith, Ill.	Chillicothe, Ill.	125	.71	31	Mikado	-	46	15	61	2	133	14	Mikado	-	45	30	75	2	523	9	Mikado	-	10	92	102	3	245	1	M
Corwith, Ill.	Chillicothe, Ill.	125	.71	5	Prairie	-	11	3	14	664																			
Corwith, Ill.	Chillicothe, Ill.	125	.71	2	Pacific	-	45	-	45	1	520																		
Shopton, Ia.	Chillicothe, Ill.	105	.60	26	Mikado	14	27	13	54	2	288	27	Mikado	14	31	37	82	3	294	2	Mikado	-	11	92	103	2	968		
Shopton, Ia.	Chillicothe, Ill.	105	.60	2	Pacific	26	19	3	48	2	119																		
Shopton, Ia.	Chillicothe, Ill.	105	.60	3	Prairie	-	4	11	15	439																			
Shopton, Ia.	Chillicothe, Ill.	105	.60	1	Diesel M-103	11	37	9	57	2	994																		
Shopton, Ia.	Chillicothe, Ill.	105	.60	1	Pacific-Mikado	-	3	66	69	1	945																		
Chillicothe, Ill.	Shopton, Ia.	105	1.10	13	Mikado	-	44	9	53	1	769	31	Mikado	-	45	38	83	3	772	5	Mikado	-	22	90	112	3	533	4	M
Chillicothe, Ill.	Shopton, Ia.	105	1.10	2	Pacific	-	44	1	45	1	519																		
Chillicothe, Ill.	Shopton, Ia.	105	1.10	4	Prairie	-	5	20	25	767																			
Marceline, Mo.	Shopton, Ia.	113	.80	31	Mikado	12	26	9	49	2	198	7	Mikado	6	12	62	80	2	569										
Marceline, Mo.	Shopton, Ia.	113	.80	19	2 - 8 - 4	17	25	12	54	2	368	7	2 - 8 - 4	5	25	49	80	3	001	1	2 - 8 - 4	-	2	115	117	3	093		
Marceline, Mo.	Shopton, Ia.	113	.80	5	Prairie	-	6	9	15	521																			
Marceline, Mo.	Shopton, Ia.	113	.80	1	Diesel M-103	10	39	9	58	3	027																		
Shopton, Ia.	Marceline, Mo.	113	.80	24	Mikado	4	37	22	63	2	178	9	Mikado	-	12	71	83	2	441	5	Mikado	-	3	99	102	2	711	1	M
Shopton, Ia.	Marceline, Mo.	113	.80	21	2 - 8 - 4	-	43	13	56	1	950	3	2 - 8 - 4	-	32	42	74	2	313	3	2 - 8 - 4	-	3	100	103	2	782		
Shopton, Ia.	Marceline, Mo.	113	.80	4	Prairie	-	6	31	37	1	137																		
Marceline, Mo.	Marceline, Mo.	113	.80																										
Marceline, Mo.	Argentine, Kans.	108	.92	29	Mikado	12	27	9	48	2	154	10	Mikado	5	23	62	90	2	870										
Argentine, Kans.	Marceline, Mo.	108	.92	19	2 - 8 - 4	16	29	11	56	2	491	5	2 - 8 - 4	8	23	48	81	3	061	1	2 - 8 - 4	-	1	115	116	3	003		
Argentine, Kans.	Marceline, Mo.	108	.92	4	Prairie	-	9	5	14	498																			
Argentine, Kans.	Marceline, Mo.	108	.92	1	Diesel M-103	10	39	9	58	3	027																		
Argentine, Kans.	Marceline, Mo.	108	.92	1	Pacific-2-8-4	18	1	43	2017																				
Argentine, Kans.	Argentine, Kans.	108	.83	25	Mikado	-	45	16	61	2	139	13	Mikado	-	39	40	79	2	565	4	Mikado	-	2	101	103	2	633		
Argentine, Kans.	Argentine, Kans.	108	.83	10	2 - 8 - 4	-	45	8	53	1	784	9	2 - 8 - 4	-	25	56	81	2	434	7	2 - 8 - 4	-	3	114	117	3	202		
Argentine, Kans.	Argentine, Kans.	108	.83	5	Prairie	-	5	19	24	777																			
Argentine, Kans.	Argentine, Kans.	108	.40	33	Mikado	6	42	15	63	2	655	42	Mikado	14	41	28	83	3	455	8	Mikado	12	40	53	103	3	967		
Argentine, Kans.	Argentine, Kans.	108	.40	9	Prairie	-	11	10	21	751																			
Argentine, Kans.	Emporia, Kans.	108	.40	53	Mikado	3	50	10	63	2	279	11	Mikado	3	49	21	73	2	391	14	Mikado	-	9	105	106	3	049	9	M
Emporia, Kans.	Argentine, Kans.	108	.60	2	Prairie	-	23	39	62	1	857	6	Prairie	-	6	73	79	1	927										
Emporia, Kans.	Emporia, Kans.	108	.60	1	Diesel M-103	-	46	3	49	2	656																		
Emporia, Kans.	Emporia, Kans.	113	.60	10	Mikado	16	23	21	60	2	411	21	Mikado	22	30	32	84	3	348	5	Mikado	19	27	61	107	3	653		
Emporia, Kans.	Emporia, Kans.	113	.60	1	Diesel M-103	1	46	1	48	2	370																		
Wellington, Kans.	Wellington, Kans.	113	.60	1	Diesel M-103	1	46	1	48	2	370																		
Wellington, Kans.	Wellington, Kans.	113	.60	27	Mikado	4	47	14	65	2	420	11	Mikado	3	43	34	80	2	672	10	Mikado	-	5	105	110	3	124		
Wellington, Kans.	Wellington, Kans.	107	.60	8	Mikado	11	19	23	53	1	983	24	Mikado	23	31	30	84	3	397	4	Mikado	19	27	67	113	3	933		
Wellington, Kans.	Wellington, Kans.	107	.60	25	Prairie	1	16	26	43	1	367	1	Prairie	2	21	58	76	3	253										
Wellington, Kans.	Wellington, Kans.	107	.60	2	Consolid.	1	9	32	42	1	224																		
Wellington, Kans.	Wellington, Kans.	107	.60	24	Mikado	2	49	8	59	2	270	14	Mikado	1	55	22	78	2	798	12	Mikado	-	8	109	117	3	306		
Waynoka, Okla.	Waynoka, Okla.	107	.60	4	Prairie	-	30	29	59																				

NO. OF S. TRAINS	TYPE OF LOCOMOTIVE	101 CARS TO 125 CARS					NO. OF TRAINS	126 CARS AND OVER					MAXIMUM CARS PER TRAIN	
		A	B	C	D	TONS		A	B	C	D	TONS		
4	Mikado	-	8	102	110	3 264							114	
													41	
													42	
													56	
9	Mikado	-	10	92	102	3 245	1	Mikado	1	10	118	128	3 522	128
													21	
													45	
2	Mikado	-	11	92	103	2 968							105	
													54	
													17	
													57	
5	Mikado	-	22	90	112	3 533	4	Mikado	-	11	120	131	3 956	138
1	Pacific	-	29	89	118	4 367							118	
													55	
													90	
1	2 - 8 - 4	-	2	115	117	3 093							117	
													23	
													58	
5	Mikado	-	3	99	102	2 711	1	Mikado	-	128	128	3 454	128	
3	2 - 8 - 4	-	3	100	103	2 782							105	
													45	
1	2-8-4-Pacific	-	3	118	116	3 191							116	
													99	
1	2 - 8 - 4	-	1	115	116	3 003							116	
													20	
													52	
													43	
4	Mikado	-	2	101	103	2 839		Mikado	-	4	123	127	3 378	127
7	2 - 8 - 4	-	3	114	117	3 202							123	
													37	
8	Mikado	12	40	53	105	3 967							15	
													31	
													81	
14	Mikado	-	9	105		3 049	9	Mikado	-	10	118	128	3 327	130
													88	
													49	
5	Mikado	19	27	61	107	3 853							120	
													84	
													48	
10	Mikado	-	5	105	110	3 124							116	
													123	
4	Mikado	19	27	67	113	3 933							76	
													56	
													88	
12	Mikado	-	8	109	117	3 306	1	Mikado	-	126	126	3 525	126	
													76	
													66	
													52	

**EXPLANATIONS OF SYMBOLS USED BELOW  
UNDER HEADING "AVERAGE CONSIST":**

- A=Perishable loads
- B=Other loads
- C=Empty cars and inc
- D=Total all cars

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

FEBRUARY 1ST TO 10TH, 1940, INCLUSIVE

TYPICAL EXAMPLES OF FREIGHT TRAINS HANDLED ON MAIN LINE BETWEEN CHICAGO, ILLINOIS AND GALLUP, NEW MEXICO, FEBRUARY 1ST TO 10TH, 1940.

FROM	TO	MILES	GRADE	TRAINS	LOCOMOTIVE	TONS TRAINS LOCOMOTIVE				TONS TRAINS LOCOMOTIVE				TONS TRAINS LOCOMOTIVE													
						A	B	C	D	A	B	C	D	A	B	C	D										
Canadian, Tex.	Waynoka, Okla.	108	.60	2	Mikado	9	22	31	62	2 344	18	Mikado	22	29	34	85	3 328	8	Mikado	26	28	52	106	3 997			
Canadian, Tex.	Waynoka, Okla.	108	.60	4	Prairie	9	9	18	643														24				
Canadian, Tex.	Waynoka, Okla.	108	.60	1	Consolid.	-	9	12	21	784													21				
Canadian, Tex.	Waynoka, Okla.	108	.60								1	Santa Fe	45	21	22	88	3 747	1	Santa Fe	9	22	75	107	3 283			
Canadian, Tex.	Waynoka, Okla.	108	.60								1	Diesel M-103	33	26	30	89	3 623							107			
Canadian, Tex.	Waynoka, Okla.	108	.60								3	Mikado-Santa Fe	33	26	24	83	3 475							87			
Canadian, Tex.	Waynoka, Okla.	108	.60								1	Mikado-Prairie	16	28	55	99	3 428							99			
Canadian, Tex.	Waynoka, Okla.	108	.60								9	Mikado	-	30	57	87	2 777	9	Mikado	-	4	102	106	2 957			
Waynoka, Okla.	Canadian, Tex.	108	1.00	27	Mikado	4	49	8	61	2 289	10	Mikado	-						1	Santa Fe	-	8	97	105	3 103		
Waynoka, Okla.	Canadian, Tex.	108	1.00	5	Santa Fe	3	50	5	58	2 320													34				
Waynoka, Okla.	Canadian, Tex.	108	1.00	2	Prairie	1	11	21	33	994													46				
Waynoka, Okla.	Canadian, Tex.	108	1.00	1	Consolid.	-	6	49	46	1 267													52				
Waynoka, Okla.	Canadian, Tex.	108	1.00	1	Diesel M-103	49	3	52	2 239														118				
Amarillo, Tex.	Canadian, Tex.	99	.60	7	Mikado	12	18	21	51	2 008	16	Mikado	21	30	35	86	3 353	9	Mikado	25	28	53	106	3 944			
Amarillo, Tex.	Canadian, Tex.	99	.60	5	Prairie	-	19	31	50	1 744													49				
Amarillo, Tex.	Canadian, Tex.	99	.60	1	Consolid.	-	27	22	49	1 927													112				
Amarillo, Tex.	Canadian, Tex.	99	.60								1	Santa Fe	45	24	22	91	3 674	1	Santa Fe	-	27	76	112	3 508			
Amarillo, Tex.	Canadian, Tex.	99	.60								1	Diesel M-103	33	26	30	89	3 623							89			
Amarillo, Tex.	Canadian, Tex.	99	.60								3	Mikado-Santa Fe	33	27	23	83	3 511							95			
Amarillo, Tex.	Canadian, Tex.	99	.60								7	Mikado	1	36	49	86	2 818	9	Mikado	-	4	103	107	2 960			
Canadian, Tex.	Amarillo, Tex.	99	.60	28	Mikado	3	48	8	59	2 225													85				
Canadian, Tex.	Amarillo, Tex.	99	.60	5	Santa Fe	3	51	5	59	2 357				1	Santa Fe	-	5	80	85	2 493		100					
Canadian, Tex.	Amarillo, Tex.	99	.60	6	Prairie	-	20	27	47	1 698			1	Prairie	1	44	55	100	3 697			52					
Canadian, Tex.	Amarillo, Tex.	99	.60	1	Diesel M-103	-	49	3	52	2 239													124				
Canadian, Tex.	Amarillo, Tex.	99	.60	1	Consolid.	1	22	29	52	2 031													24				
Clovis, N. M.	Amarillo, Tex.	102	.60	1	Consolid.	-	11	13	14	777													105				
Clovis, N. M.	Amarillo, Tex.	102	.60	15	Mikado	15	16	27	51	2 240	17	Mikado	28	20	32	80	3 194	1	Mikado	14	10	81	105	3 160			
Clovis, N. M.	Amarillo, Tex.	102	.60								1	Diesel M-103	32	22	36	90	3 577							100			
Clovis, N. M.	Amarillo, Tex.	102	.60								2	Mikado-Prairie	45	20	25	90	3 752							38			
Clovis, N. M.	Amarillo, Tex.	102	.60	3	Prairie	-	10	12	22	726				15	Mikado	2	49	55	86	3 056	3	Mikado	-	1	110	111	3 110
Amarillo, Tex.	Clovis, N. M.	102	.60	22	Mikado	3	44	15	62	2 382				15	Santa Fe	-	9	83	92	2 859			98				
Amarillo, Tex.	Clovis, N. M.	102	.60								2	Santa Fe	-	9	83	92	2 859							84			
Amarillo, Tex.	Clovis, N. M.	102	.60								1	Mikado-Pacific	4	72	8	84	3 480							45			
Amarillo, Tex.	Clovis, N. M.	102	.60	5	Prairie	-	16	15	31	1 327													52				
Amarillo, Tex.	Clovis, N. M.	102	.60	1	Diesel M-103	-	49	3	52	2 241													107				
Vaughn, N. M.	Clovis, N. M.	131	.60	2	Santa Fe	-	35	3	38	2 186	10	Santa Fe	23	21	39	83	3 355	1	Santa Fe	14	25	68	107	3 832			
Vaughn, N. M.	Clovis, N. M.	131	.60	1	Prairie	1	32	1	34	1 970													34				
Vaughn, N. M.	Clovis, N. M.	131	.60	1	2 - 10 - 4	38	17	7	62	2 826	20	2 - 10 - 4	30	26	34	90	3 689	3	2 - 10 - 4	25	16	62	103	3 641			
Vaughn, N. M.	Clovis, N. M.	131	.60	1	Decapod	-	15	3	19	1 229													19				
Clovis, N. M.	Vaughn, N. M.	131	.60	9	Santa Fe	2	37	27	66	2 336	1	Santa Fe	-	3	90	93	2 554	6	Santa Fe	-	3	103	106	3 017			
Clovis, N. M.	Vaughn, N. M.	131	.60	2	Prairie	-	8	32	40	1 365				26	2 - 10 - 4	4	58	25	87	3 270			41				
Clovis, N. M.	Vaughn, N. M.	131	.60	2	Prairie	-	8	32	40	1 365													98				
Clovis, N. M.	Vaughn, N. M.	131	.60	1	Santa Fe	-	3	37	27	66	2 336	1	Santa Fe	-	3	90	93	2 554	6	Santa Fe	-	3	103	106	3 017		
Belen, N. M.	Vaughn, N. M.	109	1.25	3	2 - 10 - 4	28	17	17	62	2 568	13	2 - 10 - 4	33	27	30	90	3 800	8	2 - 10 - 4	26	20	56	102	3 771			
Belen, N. M.	Vaughn, N. M.	109	1.25																								

NATION OF SYMBOLS USED BELOW  
HEADING "AVERAGE CONSIST":

inshable loads  
er loads  
ty cars and includes caboose  
al all cars

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

TYPICAL EXAMPLES OF FREIGHT TRAINS HANDLED ON MAIN LINE BETWEEN NEEDLES, ARIZ., AND BAKERSFIELD, CALIF., AND BARSTOW AND SAN BERNARDI  
PERIOD FEBRUARY 1ST TO 10TH, 1940.

TO	DIS- TANCE (MILES)	RULING NO. OF GRADE	TYPE OF TRAINS	TO CARS OR LESS				NO. OF TONS	71 CARS TO 100 CARS				NO. OF TONS	101 CARS TO 125 CARS			
				A	B	C	D		TYPE OF LOCOMOTIVE	A	B	C	D	TYPE OF LOCOMOTIVE	A	B	C
tow, Calif.	Needles, Calif.	166	1.12	21	Santa Fe	21	20	18	59	2 667	6	Santa Fe	8	11	52	71	2 337
tow, Calif.	Needles, Calif.	166	1.12	19	2-10-4	23	27	14	63	2 789	5	2-10-4	7	22	47	74	2 999
les, Calif.	Barstow, Calif.	168	1.41	22	Santa Fe	1	19	36	56	1 852	1	Santa Fe	2	42	27	71	2 544
les, Calif.	Barstow, Calif.	168	1.41	23	2-10-4	1	39	17	57	2 140	1	2-10-4	-	-	78	78	2 143
refield, Calif.	Barstow, Calif.	141	2.52	29	Santa Fe	8	31	13	52	2 332	6	Santa Fe	10	43	19	72	3 629
tow, Calif.	Bakersfield, Calif.	241	2.34	33	Santa Fe	3	24	19	44	1 665	5	Santa Fe	2	20	50	72	2 291
Bdno., Calif.	Barstow, Calif.	83	2.20	43	Santa Fe	17	23	17	57	2 217	7	Santa Fe	6	9	58	73	2 024
Bdno., Calif.	Barstow, Calif.	83	2.20	1	2-10-4	2	46	1	60	1 953	1	Mountain	60	2	1	72	3 311
Bdno., Calif.	Barstow, Calif.	83	2.20							5	Santa Fe	-	6	66	74	2 212	
tow, Calif.	San Bdno., Calif.	81	1.60	55	Santa Fe	2	30	15	47	1 838							
tow, Calif.	San Bdno., Calif.	81	1.60	1	Mountain	-	-	65	65	1 829							
tow, Calif.	San Bdno., Calif.	81	1.60	1	Mikado	2	39	5	46	2 182							

ALL TRAINS  
CENT OF ALL TRAINS  
AVERAGE CAR PER TRAIN

295  
100  
56

256  
67.5  
53

37  
18.6  
73

NO LOCAL TRAINS

MPANY

FIELD, CALIF., AND BARSTOW AND SAN BERNARDINO, CALIF.

101 CARS TO 125 CARS					126 CARS AND OVER					MAXIMUM CARS PER TRAIN				
NO. OF TRAINS	TYPE OF LOCOMOTIVE	A	B	C	D	TONS	NO. OF TRAINS	TYPE OF LOCOMOTIVE	A	B	C	D	TONS	
														72
														85
														71
														78
														75
														73
														77
														49
														72
														83
														65
														46

5474

## Defendant's Exhibit No. 1 (Witness Weeks)

Jan. 7, 1941

## THE ATCHISON, TOPEKA &amp; SAN FRANCISCO RAILWAY SYSTEM

Maximum number of cars handled in various main line passenger trains  
between Chicago, Illinois and Los Angeles, California,  
February 2nd to 5th, 1940  
Inclusive.

Train No.	Chicago - Kansas City	Miles	Number of Trains														Total
			2	5	6	7	8	9	10	11	12	13	14	15	16	17	
<b>WEST</b>																	
1	The Scout	452															
3	The California Limited	452															
7	Fast Mail and Express	452															
17	The Super Chief	452															
19	The Chief	452															
21	El Capitan	452															
23	The Grand Canyon Limited	452															
<b>EAST</b>																	
2	The Scout	452															
4	The California Limited	452															
6	Fast Mail and Express	452															
18	The Super Chief	452															
20	The Chief	452															
22	El Capitan	452															
24	The Grand Canyon Limited	452															
Total																	
Per Cent of Total			5.00														
				1	6	14	20	14	11	5	2	2					
				7	60	17.72	25.32	17.72	13.92	6.33	2.53	2.53					
Total Trains over 14 Cars																	
Total Trains 14 Cars or Under																	
Total Trains																	
79																	
= 100.00																	

Train No.	Kansas City - Mexico	Miles	Number of Trains														Total
			2	5	6	7	8	9	10	11	12	13	14	15	16	17	
<b>WEST</b>																	
1	The Scout	185															
3	The California Limited (via Topeka)	200															
7	Fast Mail and Express	185															
17	The Super Chief	185															
19	The Chief	185															
21	El Capitan	185															
23	The Grand Canyon Limited	185															
<b>EAST</b>																	
2	The Scout (via Topeka)	200															
4	The California Limited	200															
6	Fast Mail and Express	185															
18	The Super Chief	185															
20	The Chief	185															
22	El Capitan	185															
24	The Grand Canyon Limited	185															
Total			5.13														
Per Cent of Total				3	6.41	8.97	16	19	12.62	10.26	7.69						
				7	23.06	24.36											
Total Trains over 14 Cars																	
Total Trains 14 Cars or Under																	
78																	
= 100.00																	

Total Trains over 14 Cars 6 or 7.69%  
Total Trains 14 Cars or Under 78 or 92.31%  
Total Trains 78 or 100.00%

## THE ATCHISON, TOPEKA & SANTA FE RAILWAY SYSTEM

Page 7 of 6 pages.

Maximum number of cars handled in various main line passenger trains between Chicago, Illinois and Los Angeles, California.  
February 2nd to 8th, inclusive, 1940

5476

5476

## THE ATCHISON, TOPEKA &amp; SAN FRANCISCO RAILWAY SYSTEM

Page 3 of 6 pages.

Number of cars handled in various main line passenger trains  
between Chicago, Illinois and Los Angeles, California,  
February 2nd to 8th, inclusive, 1940.

Train No.	Miles	NUMBER OF TRAINS															Total		
		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17		
<b>Albuquerque - Los Angeles</b>																			
	Number of Cars in Train																		
	WEST																		
3	The California Limited	899																7	
40	" " (Ex. Sec.)	600																1	
7	Post Mail and Express	899					1											1	
17	The Super Chief	899																7	
19	The Chief	899																2	
20	" (Ex. Sec.)	600																7	
21	El Capitan	899					2											2	
	EAST																	2	
4	The California Limited	891																7	
8	Post Mail and Express	891																7	
15	The Super Chief	891																2	
20	The Chief	891																7	
22	El Capitan	891																2	
	Total																	54	
	Per Cent of Total		1.85	3.70	9.28				1.85	11.11				14.62	34.07	20.37	7.41	5.55	100.00

Total Trains Over 14 Cars 3 or 5.56%

Total Trains 14 Cars or Under 51 or 94.44%

Total Trains 54 or 100.00%

\*Train 3-8 operated in two sections between Winslow and Los Angeles

Consist out Albuquerque - 10 cars  
Winslow to Flagstaff - 11 cars  
1st Section - Flagstaff to Williams - 11 cars  
Williams to Ash Fork - 13 cars  
Ash Fork to Los Angeles - 12 cars  
2nd Section - Winslow to Flagstaff - 2 cars  
Flagstaff to Williams - 4 cars  
Williams to Ash Fork - 5 cars  
Ash Fork to Los Angeles - 5 cars

\*\*Train 3-9 operated in two sections between Williams and Ash Fork

Consist out Albuquerque - 10 cars  
1st Section - Williams to Ash Fork - 14 cars  
2nd Section - Williams to Ash Fork - 2 cars

\*\*\*Train 19-B and Train 19-C operated in two sections between Gallup and Ash Fork

Consist out Albuquerque - Train 19-B - 15 cars  
1st Section - Gallup to Ash Fork - 12 cars  
2nd Section - Gallup to Ash Fork - 4 cars

Consist out Albuquerque - Train 19-C - 15 cars  
1st Section - Gallup to Ash Fork - 12 cars  
2nd Section - Gallup to Ash Fork - 4 cars

Train No.	Miles	NUMBER OF TRAINS															Total	
		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
<b>Balen - Los Angeles</b>																		
	Number of Cars in Train																	
	WEST																	
1	The Scout (via Riverside)	872																7
23	The Grand Canyon Limited	885																7
	EAST																	7
2	The Scout (via Riverside)	874																7
24	The Grand Canyon Limited	887																7
	Total																	28
	Per Cent of Total		17.85	32.15	35.71	10.72	3.1											100.00

Total Trains Over 14 Cars 28 or 100.00%

Total Trains 14 Cars or Under 28 or 100.00%

Total Trains 28 or 100.00%

## THE ATCHISON, TOPEKA &amp; SANTA FE RAILWAY SYSTEM

Maximum number of cars handled in various main line passenger trains between Chicago, Illinois and Los Angeles, California, November 17th to 23rd, inclusive, 1940

Train No.	Chicago - Kansas City	Miles	Number of Trains														Total
			2	5	6	7	8	9	10	11	12	13	14	15	16	17	
<b>NUMBER OF CARS</b>																	
1	The Scout	492															7
2	The California Limited	492															7
3	The Fast Mail and Express	492															7
4	The Super Chief	492															2
5	The Chief	492															2
6	El Capitan	492															2
7	The Grand Canyon Limited	492															7
<b>NUMBER OF TRAINS</b>																	
1	The Scout	492															7
2	The California Limited	492															7
3	The Fast Mail and Express	492															7
4	The Super Chief	492															2
5	The Chief	492															2
6	El Capitan	492															2
7	The Grand Canyon Limited	492															7
<b>TOTAL</b>																	
Total			5.13	12.02	10.35	23.08	16.67	16.67	16.67	16.67	7.69	2.50				78	
Per Cent of Total																	100.00
<b>TOTAL TRAINS</b>																	
Total Trains	or 14 Cars		2	or	2.56%												
Total Trains	4 Cars or Under		76	or	97.44%												
Total Trains	78	or	100.00%														

Train No.	Kansas City - Boston	Miles	Number of Trains														Total
			2	5	6	7	8	9	10	11	12	13	14	15	16	17	
<b>NUMBER OF CARS</b>																	
1	The Scout (via Topeka)	200															7
2	The California Limited "	200															7
3	The Fast Mail and Express	197															2
4	The Super Chief	197															2
5	The Chief	197															2
6	El Capitan	197															2
7	The Grand Canyon Limited	197															7
<b>NUMBER OF TRAINS</b>																	
1	The Scout (via Topeka)	200															7
2	The California Limited "	200															7
3	The Fast Mail and Express	197															7
4	The Super Chief	197															7
5	The Chief	197															2
6	El Capitan	197															2
7	The Grand Canyon Limited (via Topeka)	200															7
<b>TOTAL</b>																	
Total			5.13	12.02	10.35	20.36	20.36	19.23	8.90	2.50						78	
Per Cent of Total																	100.00
<b>TOTAL TRAINS</b>																	
Total Trains	or 14 Cars		2	or	2.56%												
Total Trains	4 Cars or Under		76	or	97.44%												
Total Trains	78	or	100.00%														

3014

Page 3 of 6 pages.

## THE ATCHISON, TOPEKA & SANTA FE RAILWAY SYSTEM

Maximum number of cars handled in various main line passenger trains between Chicago, Illinois and Los Angeles, California, November 17th to 23rd inclusive, 1940

Total Trains over 14 Cars      50 or 100.00%  
Total Trains 1 Car or Under      50 or 100.00%  
Total Trains      50 or 100.00%

Total Trains for 14 Cars 5 or 17.84%  
 Total Trains 3 Cars or Under 23 or 82.14%  
 Total Trains 28 or 100.00%

Total Trains over 14 Cars	1 or	2.00%
Total Trains 14 Cars or Under	49 or	98.00%
<b>Total Trains</b>	<b>50 or</b>	<b>100.00%</b>

5479

## THE ATCHISON, TOPEKA &amp; SANTA FE RAILWAY SYSTEM

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Maximum number of cars handled in various main line passenger trains  
between Chicago, Illinois and Los Angeles, California,  
November 17th to 23rd, inclusive, 1940

Train No.	Albuquerque - Los Angeles	Miles	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	Total
			NUMBER OF TRAINS																
	Number of Cars in Train																		
	W.E.W.																		
3	The California Limited	889																	
17	Fast Mail and Express	889																	
18	The Super Chief	889																	
22/19	The Chief	889																	
21	El Capitan	725																	
		889																	
	RA.R.																		
4	The California Limited	891																	
8	Fast Mail and Express	891																	
15	The Super Chief	891																	
25	The Chief	891																	
22	El Capitan	891																	
		891																	
	Total																		
	Per Cent of Total		7.84		3.92	9.81	7	13.73	27.46	11.76	11.76	11.76	11.76	11.76	1.96		51		
																		100.00	
	Total Trains over 14 Cars																		
	Total Trains 14 Cars or Under																		
	Total Trains																		

\*Train 19-4 operated in two sections between Gallup and Los Angeles  
Carried out Albuquerque - 15 cars  
First section between Gallup and Ash Fork - 9 cars  
Ash Fork and Los Angeles - 9 cars  
Second Section between Gallup and Ash Fork - 9 cars  
Ash Fork and Los Angeles - 6 cars

Train No.	Baker - Los Angeles	Miles	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	Total
			NUMBER OF TRAINS																
	Number of Cars in Train																		
	W.E.W.																		
1	The Desert (via Riverside)	872																	
23	The Grand Canyon Limited	875																	
	RA.R.																		
2	The Desert (via Riverside)	874																	
24	The Grand Canyon Limited	877																	
	Total																		
	Per Cent of Total		25.00		42.82	17.85	7	7.14	7.14									28	
																		100.00	
	Total Trains over 14 Cars																		
	Total Trains 14 Cars or Under																		
	Total Trains																		

Total Trains over 14 Cars  
Total Trains 14 Cars or Under  
Total Trains